

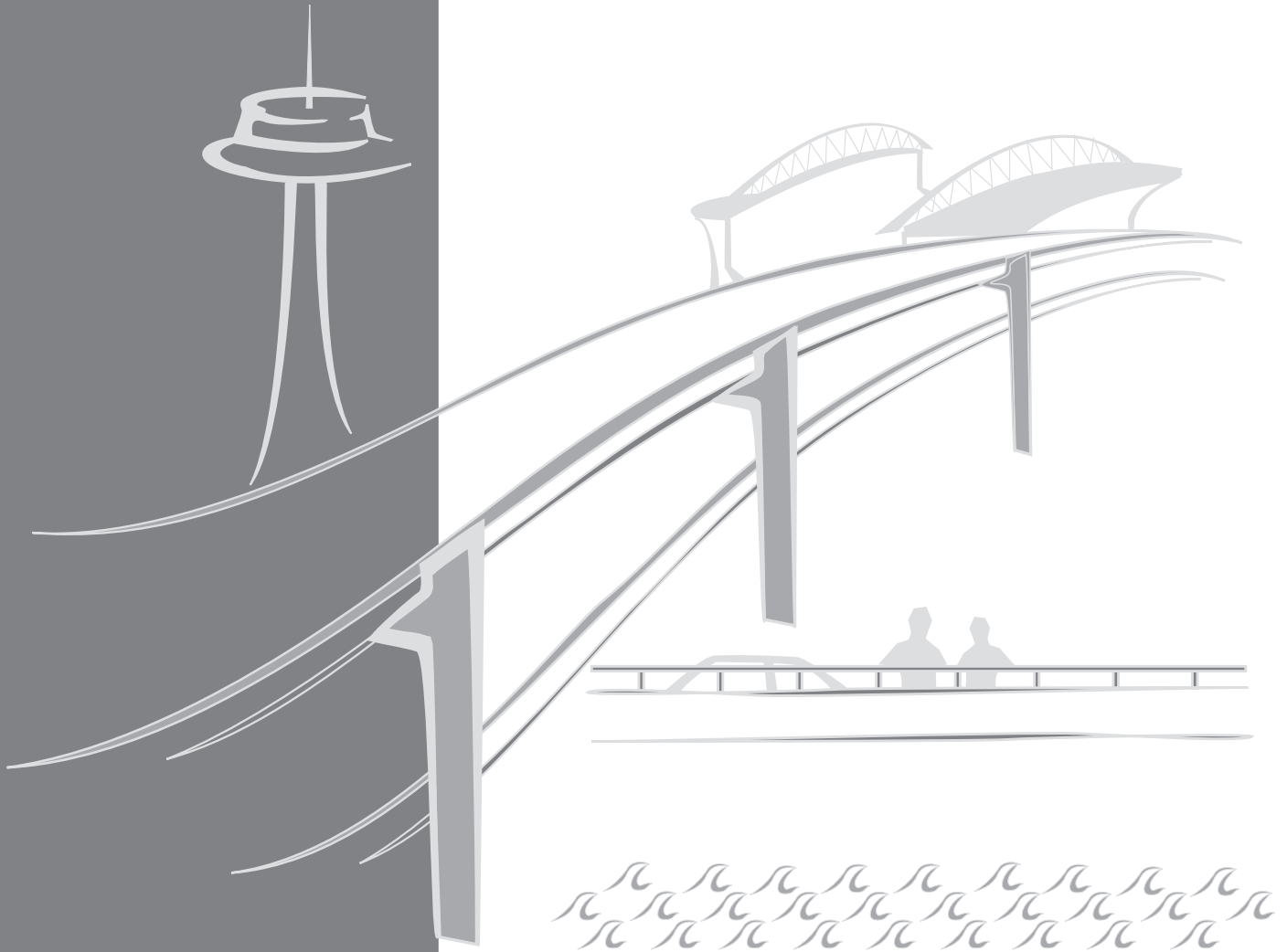
SR 99: ALASKAN WAY VIADUCT &
SEAWALL REPLACEMENT PROJECT

Draft Environmental Impact Statement

Appendix L

Historic Resources

Technical Memorandum



MARCH 2004

Submitted by:
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SR 99: ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT

Draft EIS Historic Resources Technical Memorandum

AGREEMENT NO. Y-7888

FHWA-WA-EIS-04-01-D

Submitted to:

Washington State Department of Transportation

Alaskan Way Viaduct and Seawall Replacement Project Office
999 Third Avenue, Suite 2424
Seattle, WA 98104

The SR 99: Alaskan Way Viaduct & Seawall Replacement Project is a joint effort between the Washington State Department of Transportation (WSDOT), the City of Seattle, and the Federal Highway Administration (FHWA). To conduct this project, WSDOT contracted with:

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ATTACHMENTS

- ATTACHMENT A Inventory of Buildings 40 or More Years Old within the Area of Potential Effect
- ATTACHMENT B State OAHP Letter of Concurrence for APE

ACRONYMS

APE	Area of Potential Effect
CFR	Code of Federal Regulations
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
SEPA	(Washington) State Environmental Policy Act
SMC	Seattle Municipal Code
SR	State Route
USC	United States Code
WSDOT	Washington State Department of Transportation

Chapter 1 SUMMARY

This report evaluates the historic resources in the vicinity of the proposed Alaskan Way Viaduct and Seawall Replacement Project and discusses the potential impacts of the construction and operation of various project alternatives, as well as suggesting measures to mitigate possible adverse impacts.

The primary objective of the Alaskan Way Viaduct and Seawall Replacement Project is to replace two structures along the Seattle waterfront that are in danger of failing in a seismic event. Five alternatives (plus the No Build Alternative) have been identified for accomplishing this objective:

- The Rebuild Alternative includes an at-grade roadway from S. Holgate Street to S. King Street, with reconstruction of the viaduct from S. King Street to the Battery Street Tunnel.
- The Aerial Alternative includes a double-level aerial structure from S. Holgate Street to the Battery Street Tunnel. Aurora Avenue N. will remain at-grade, with the Broad Street underpass closed and the Mercer Street underpass widened. An option would be to lower Aurora Avenue N. and connect local streets over it at-grade.
- The Tunnel Alternative includes an at-grade roadway from S. Holgate Street to south of S. King Street, where it will enter a tunnel with three lanes in each direction. The tunnel will include portals near Pike Street for an aerial structure to connect with the Battery Street Tunnel, as well as portals onto Alaskan Way north of Pine Street.
- The Bypass Tunnel Alternative also includes an at-grade roadway from S. Holgate Street entering a tunnel at S. King Street. However, the tunnel will have two lanes in each direction rather than three. The tunnel will include portals near Pike Street for an aerial structure to connect with the Battery Street Tunnel. There will be no tunnel connection onto Alaskan Way, which will be widened to carry additional traffic. Aurora Avenue N. will be modified by widening the Mercer Street underpass and closing the Broad Street underpass.
- The Surface Alternative includes an at-grade roadway with three lanes in each direction from S. Holgate Street to S. Atlantic Street. From S. Atlantic Street to Yesler Way, the roadway will be four lanes in width. From Yesler Way to Pike Street, the roadway will be three lanes with center left-turn lanes. An aerial structure will connect from Pike Street to the Battery Street Tunnel. Alaskan Way from Pike Street to Battery

Street will accommodate two lanes in each direction. Aurora Avenue N. will be modified by widening the Mercer Street underpass and closing the Broad Street underpass, with the option of retaining the existing Mercer Street underpass and introducing signals at Roy, Republican, and Harrison Streets. This alternative also includes relocation of the rail yards north of S. Spokane Street.

The project also includes construction of an over-water pier between S. King Street and Yesler Way. A parallel service road on the pier will provide access and egress for ferry operations at Colman Dock and accommodate construction staging activities. The Washington Street Boat Landing, currently located at the foot of S. Washington Street, will be relocated to the end of this pier, approximately 125 feet west of its present location. After construction is completed, the pier may or may not be used for ferry access. However, it would continue to provide access to the Boat Landing.

Because the viaduct route adjoins two historic districts and numerous other historic buildings in downtown Seattle, impacts to historic resources have been identified and are summarized in this report. More detailed information on the impacts can be found in other appendices to the Environmental Impact Statement (EIS), particularly in Appendix F, Noise and Vibration Discipline Report, Appendix Q, Air Quality Discipline Report, Appendix D, Visual Quality Technical Memorandum, Appendix C, Transportation Discipline Report, and Appendix P, Economic Technical Memorandum.

1.1 Historic Resources

The Area of Potential Effect contains two National Register historic districts, Pioneer Square and Pike Place Market. Numerous other National Register properties, primarily office and hotel buildings, are located along First and Western Avenues. In this area and to the north in Belltown are a range of properties that are eligible for listing in the National Register, including apartment buildings and retail stores. These properties also meet the criteria for designation as City of Seattle historic landmarks.

Two groups of buildings eligible for listing as National Register historic districts or building groupings have been identified in the project area. The first district is Piers 54 through 59 on the central waterfront. Pier 59 is already a designated Seattle landmark. The nearby piers are important as a group because they retain their original setting and configuration and much of their original character, although they have had cladding and window alterations. The second building group consists of the apartment houses in Belltown, located between downtown and Seattle Center. Built during the first third of the twentieth century, these brick-clad structures have historically provided

an important housing resource for lower-income workers, as they do today. Most of them have been restored and are in good condition, although some have had window replacements. Several of the buildings have already been determined eligible for listing in the National Register.

1.2 Impacts

Direct operational impacts include the potential relocation of one building in the Pioneer Square Historic District and a National Register-listed structure, as described below, as well as the demolition of the viaduct and the seawall. One building eligible for listing in the National Register may be demolished, and two will be altered. Indirect impacts include noise and visual impacts.

Construction impacts are generally similar for all the alternatives: noise and vibration, dust and mud, traffic congestion, limited access, reduced parking, and the economic effects due to these conditions. Of particular concern is the potential impact of long-term construction on historic neighborhoods (especially Pioneer Square, Pike Place Market, and the central waterfront). Construction impacts could result in a reduction of their distinctive historic characters and the diminution of the economic base that allows owners to maintain their historic buildings properly.

Exhibit 1.1 summarizes the direct impacts to historic resources. All Build Alternatives will involve demolition of two resources that are eligible for listing in the National Register: the Alaskan Way Viaduct itself and the Alaskan Way Seawall. The Washington-Oregon Shippers Cooperative Association (WOSCA) freight house in the stadium area south of Pioneer Square could possibly be demolished, but might be used for project offices. The Washington Street Boat Landing, which is listed in the National Register, will be removed and relocated approximately 125 feet to the west after construction. In all alternatives except the Rebuild Alternative, the portals of the Battery Street Tunnel will be altered to make fire and life safety improvements; the tunnel has been determined eligible for the National Register.

The Rebuild and Aerial Alternatives will have similar impacts on historic resources. They essentially continue the adverse impacts of the existing viaduct, including noise, air quality, and visual impacts. These impacts particularly affect Pioneer Square and the waterfront piers. The Tunnel, Bypass Tunnel, and Surface Alternatives will eliminate these major impacts, reducing noise levels and opening up views to and from historic buildings.

Exhibit 1-1. Significant Impacts on Historic Resources

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
S50	801 1 st Ave. S.	WOSCA (Oregon & Washington RR Freight Station/Union Pacific House)	Determined eligible NR; eligible SL	Demolish (potential)	Demolish (potential)	Demolish (potential)	Demolish (potential)	Demolish (potential)
C1	Alaskan Way	Alaskan Way Seawall	Eligible NR	Demolish	Demolish	Demolish	Demolish	Demolish
C2	Alaskan Way Viaduct	Alaskan Way Viaduct	Determined eligible NR; eligible SL	Demolish	Demolish	Demolish	Demolish	Demolish
C2	Battery Street	Battery Street Tunnel	Determined eligible NR; eligible SL		Alter	Alter	Alter	Alter
C30	foot of Washington St.	Washington Street Boat Landing	NR, PSPD	Relocate	Relocate	Relocate	Relocate	Relocate
C39	1 Yesler Way	1 Yesler Building	PSHD	w/in 50'	w/in 50'	Relocate (potential)	Relocate (potential)	Relocate (potential)
C50	619 Western Ave.	Antique Importers/Snowboard Connection	PSHD	w/in 50'	w/in 50'	Alter	Alter	w/in 50'
C118	2330 1 st Avenue	Catholic Seamen's Club	Eligible NR Eligible SL		Alter basement (potential)	Alter basement (potential)	Alter basement (potential)	Alter basement (potential)

NR = National Register

SL = Seattle Landmark

PSHD = Pioneer Square Historic District

PSPD = Pioneer Square Preservation District

With the Tunnel, Bypass Tunnel, and Surface Alternatives, one additional building might be affected: the 1 Yesler Building in Pioneer Square, which could be relocated to the parking lot across the street to the north. The tunnel alternatives also involve possible alterations to a building in the Pioneer Square Historic District (Antique Importers/Snowboard Connection) and the basement of a National Register-eligible Belltown building (Catholic Seamen's Club).

1.3 Benefits

The Tunnel and Bypass Tunnel alternatives will benefit the Pioneer Square Historic District by removing a major incompatible modern element and enhancing the historic context of the district. The existing structure currently blocks views of the buildings along Pioneer Square's west side and views from these buildings to the waterfront. These two alternatives will also reduce the vehicle noise and air pollution now experienced by customers, residents, workers, and others in the historic district.

The piers along the central waterfront, a potential National Register historic district, will also benefit from the removal of the aerial structure and the construction of either of these two alternatives. Views between downtown and the waterfront will be opened up, and noise and air pollution from vehicles will be reduced.

Historic buildings adjacent to existing ramps at First Avenue S. and at Seneca and Columbia Streets will benefit from the demolition of these ramps, with reduced vehicular noise and air pollution. Views of these historic structures will be enhanced, and views from the buildings will be opened up.

Throughout the project planning and design process, efforts were made to eliminate impacts on historic resources. One of the first steps in the design process was to identify and map both designated and potential historic properties (both National Register and locally designated). The design team used this information to influence specific decisions in order to avoid impacts on historic resources whenever possible. When impacts appeared to be unavoidable, efforts were made to minimize them.

1.4 Mitigation

Potential mitigation for operational impacts include, but are not limited to, relocating buildings to avoid demolition; documenting buildings and structures that are demolished; ensuring that the location and design of the tunnel portals and vent structures are compatible with historic resources; and ensuring that alterations in historic buildings do not affect the historic significance or use of the buildings.

Mitigating measures for construction impacts include, but are not limited to, using best practices to control noise and air pollution; providing methods to relieve traffic congestion and loss of parking; providing assistance to communities to maintain business viability; scheduling construction in order to minimize impacts; monitoring historic buildings and areaways for vibration effects and taking measures to minimize these impacts; and ensuring continued access to stores, offices, and residences, such as by providing bridges over the construction area to reach the waterfront piers.

Chapter 2 METHODOLOGY

This section describes the process used to investigate, assess, rank, and describe the potential impacts on historic resources that could occur with each of the alternatives proposed as part of the Alaskan Way Viaduct and Seawall Replacement Project

The Historic Resources Technical Memorandum is based on existing information about identified historic properties, supplemented by a field survey to assess unevaluated resources. This information is summarized in the Historic Resources section of the Draft EIS. Sections below describe the approaches used to collect data, to assess the individual properties, to identify the impacts of potential actions on both individual resources and historic districts, and to develop mitigation options. Standard historic resource field survey methods and archival research were used to identify and evaluate historic properties.

For the purpose of this discussion, the project corridor has been divided into five study areas. These areas, from south to north, are as follows:

- South – S. Spokane Street to S. King Street
- Central – S. King Street to Battery Street Tunnel
- North Waterfront – Pike Street to Broad Street
- North – Battery Street Tunnel to Ward Street
- Seawall – S. King Street to Myrtle Edwards Park

2.1 Project Development

Early in the project, all National Register properties, City of Seattle-designated landmarks, and most potential landmarks in the project area were identified. This information was used during project development to refine the alternatives and avoid impacts on historic resources whenever possible. Numerous design changes were made throughout the planning process to reduce potential adverse effects on these resources.

2.2 Area of Potential Effect

The Area of Potential Effect, or APE, was agreed upon early in the project in meetings with the Washington Office of Archaeology and Historic Preservation, the Washington State Department of Transportation (WSDOT), and the City of Seattle Historic Preservation Officer. This area, approximately one block on each side of the project, is the vicinity in which significant impacts to historic resources are most likely to occur. The area also includes proposed construction staging areas. The APE is shown on Exhibit 2-1.

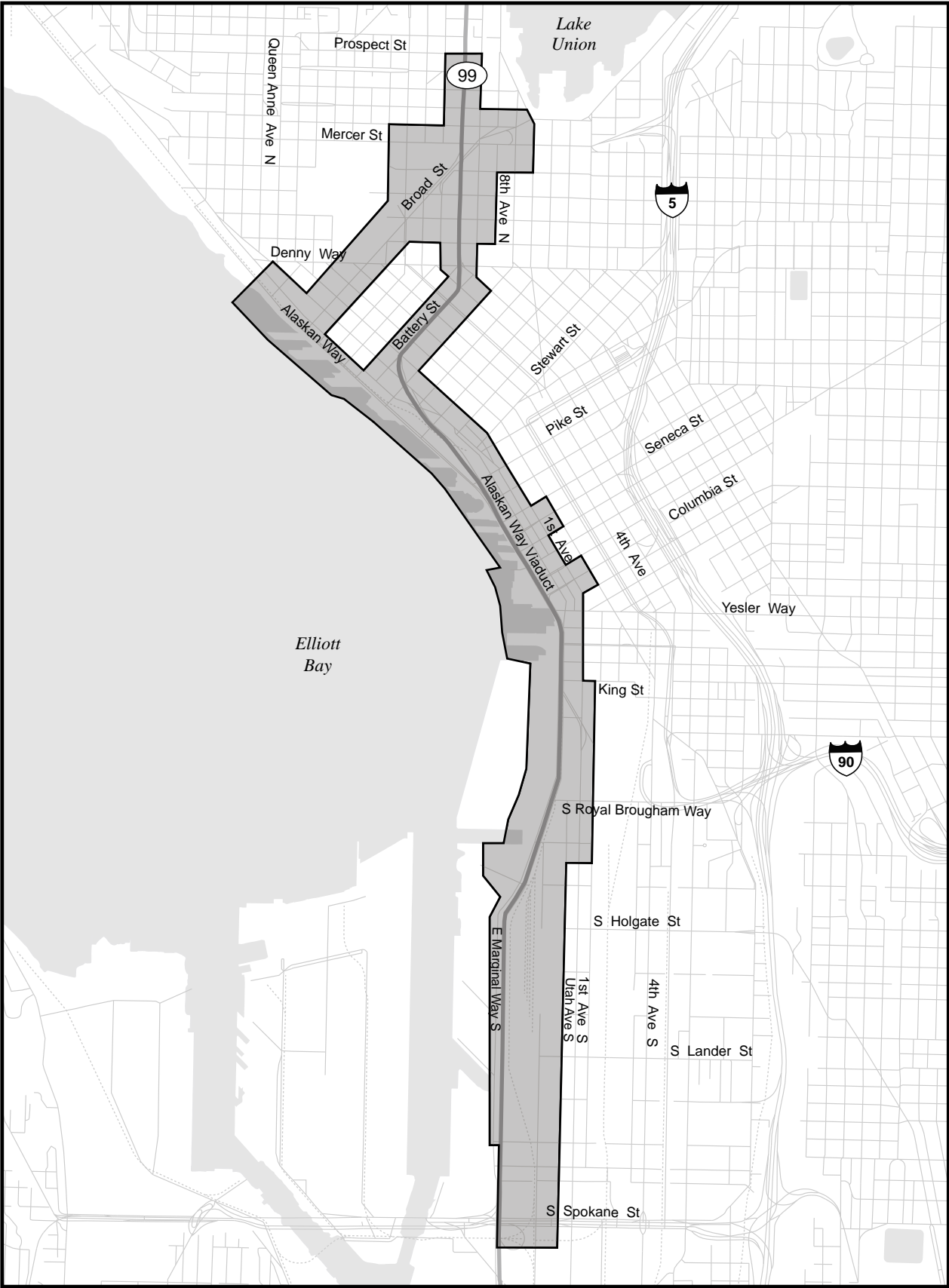


Exhibit 2-1
Area of Potential Effect

Between S. Spokane and S. Atlantic Streets, the APE runs east to Utah Avenue S. Through Pioneer Square and the downtown area (to Wall Street), it extends from the waterfront piers east to Occidental Avenue S., First Avenue S., and First Avenue. At Columbia and Seneca Streets, the APE extends to Second Avenue to accommodate the ramps included in some alternatives. In the northern section, it covers one block on each side of Battery Street and Aurora Avenue N. to Prospect Street, and one block on each side of Broad Street.

2.3 Data Collection

Extensive information on the developmental history of the area and on the individual buildings has been collected. The information includes:

- Properties listed in the National Register of Historic Places and on the list of City of Seattle historic landmarks.
- Information regarding properties that have previously been reviewed for National Register eligibility or City of Seattle landmark designation.
- Data from previous surveys of the area.
- Information found in previous environmental reports regarding potential historic resources in the project area.
- Developmental history found in standard works of history, university theses, and similar sources.
- Detailed building data from city directories, building permit files, and King County Tax Assessor property record cards.
- Historic photos of key buildings and their vicinity.

Designated historic resources and those identified as eligible for designation are listed in a table (Attachment A) in order to assist in alternative analysis. Maps of the designated historic resources in the South, Central, and North project areas (Exhibits 2-2, 2-3, and 2-4) are also provided.

2.4 Affected Environment

A field survey of the potentially affected area was conducted by a person meeting National Park Service qualification standards. The field work emphasized those areas that have not been surveyed previously, with special attention to the Aurora/Dexter corridor and the industrial area between S. Spokane Street and the stadiums. Buildings identified in earlier surveys were reevaluated to confirm that they still retain an acceptable level of architectural integrity. To provide context and guidance for the survey, a historical overview was prepared (Chapter 4), with a brief history of downtown Seattle,

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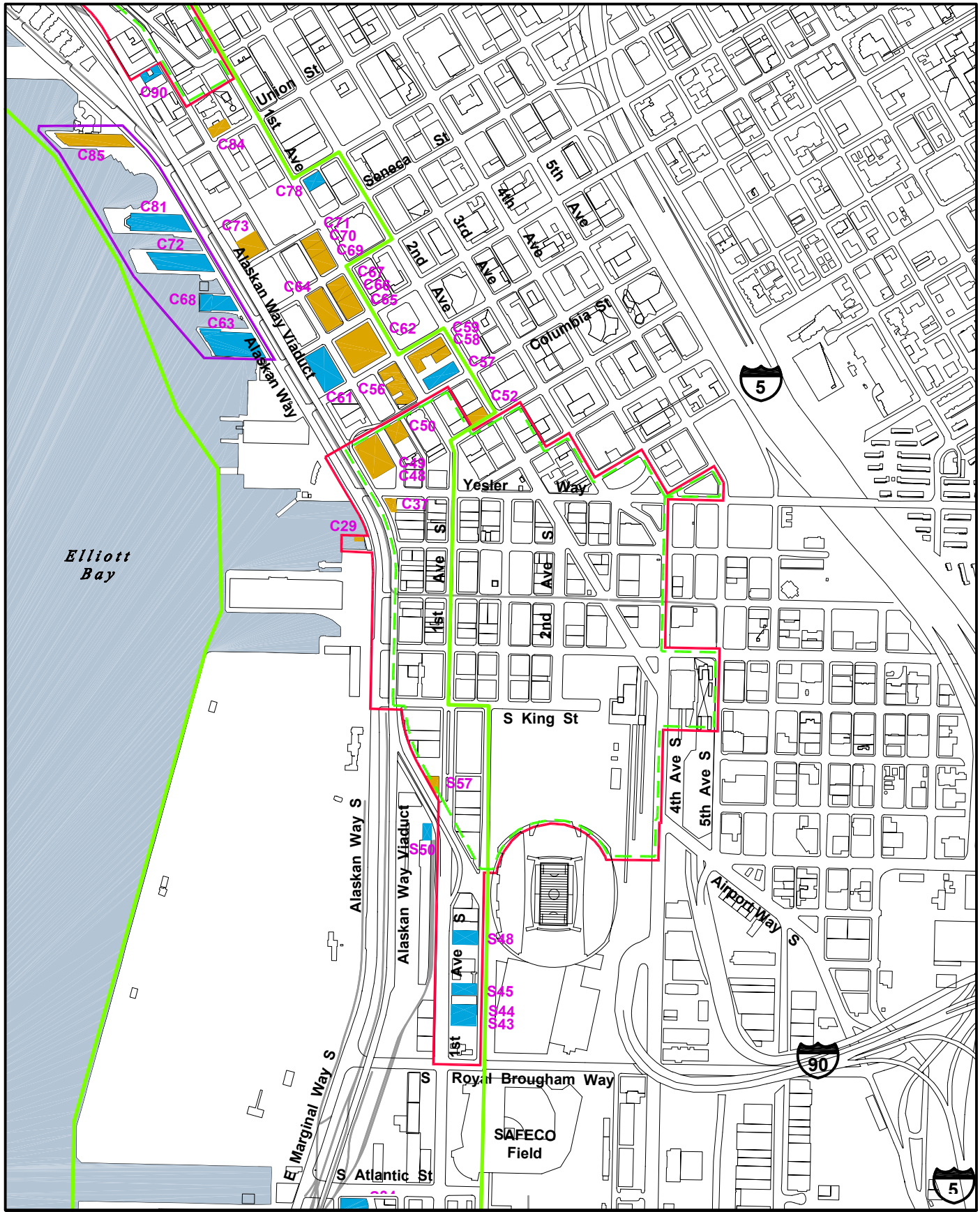
- National Register and/or City Landmark
- Landmark Eligible
- Local Historic District

- National Historic District
- Potential Pier District
- Area of Potential Effect

Note:
See Attachment A for Building Name and Address.

Exhibit 2-2 Historic Buildings Alaskan Way Viaduct South

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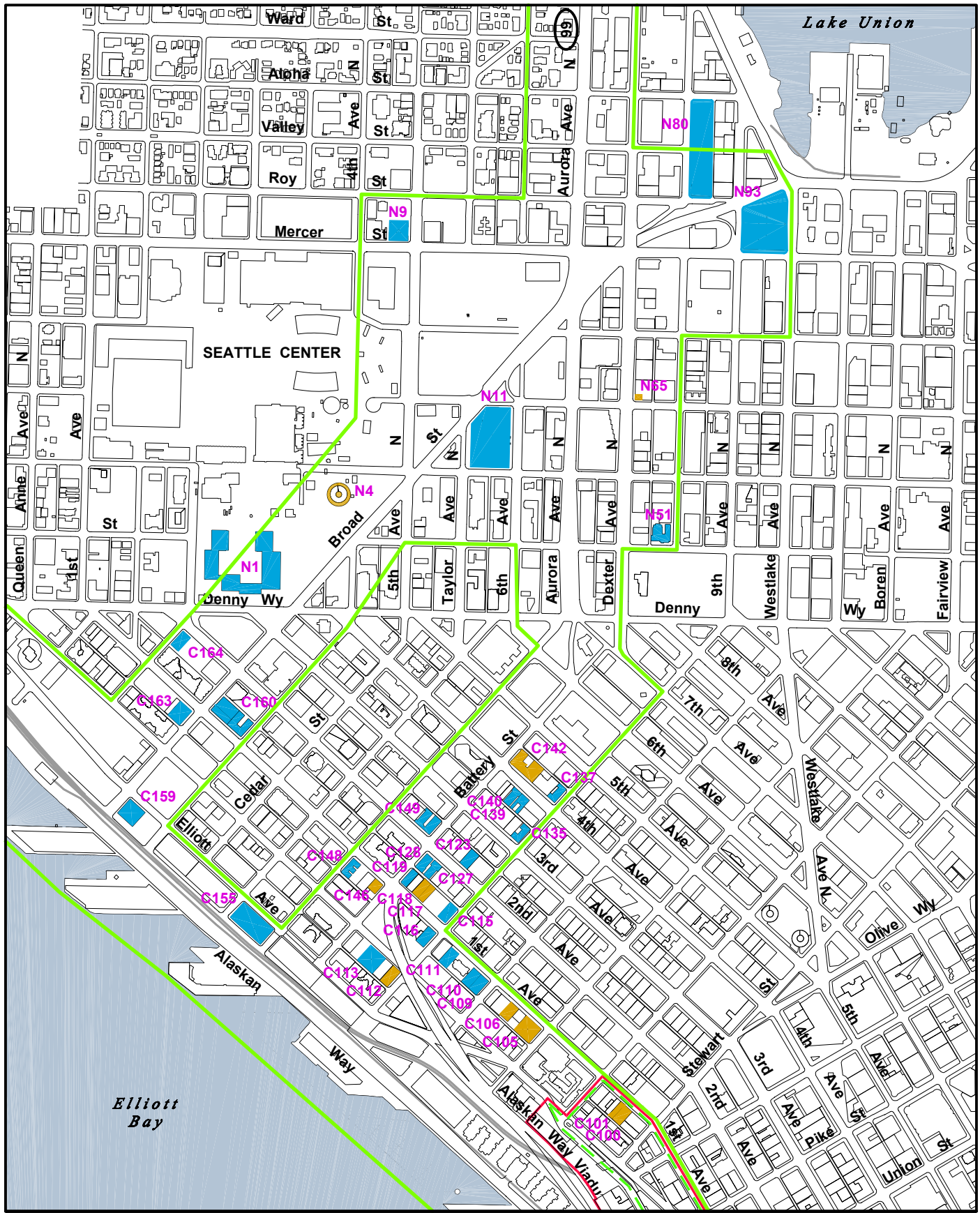
- National Register and/or City Landmark
- Landmark Eligible
- Local Historic District

- National Historic District
- Potential Pier District
- Area of Potential Effect

Note:
See Attachment A for Building Name and Address.

Exhibit 2-3 Historic Buildings Alaskan Way Viaduct Central

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- National Register and/or City Landmark
- Landmark Eligible
- Local Historic District

- National Historic District
- Potential Pier District
- Area of Potential Effect

Note:
See Attachment A for Building Name and Address.

Exhibit 2-4 Historic Buildings Alaskan Way Viaduct North

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Belltown/Denny Regrade, the waterfront, and south downtown. This summary discusses early settlement, timelines, and the history of land use and development between 1889 and the present.

The field survey began with a systematic review of each building (other than those that have already been designated as landmarks or are in historic districts) built before 1963 in the APE. For most projects, only buildings 50 years old or older at the time of the draft EIS are evaluated. However, because project construction is not expected to begin for several years, buildings 40 years old or older (built in 1963 or earlier) are being evaluated.

By the time construction begins, properties built in 1963 will meet (or be close to meeting) the National Register requirement of 50 years of age. If construction is delayed beyond 2013, the survey will be updated to identify significant resources built after 1963, thus complying with the requirements of Section 106 of the National Historic Preservation Act (specifically, 36 CFR 60, NRHP Criteria for Evaluation).

Building inventory forms have been completed for approximately 90 buildings, with a description of each building's characteristics, its history, a statement of significance, and a photograph. All properties (other than those in historic districts) that will be directly affected through demolition or alteration were inventoried. Changes to buildings that are designated local landmarks must be approved by the Seattle Landmarks Preservation Board. New construction and exterior alterations in local historic districts, including Pioneer Square and the Pike Place Market, must be approved by their respective preservation boards. Additional information on those buildings will be provided as needed at that time.

Additional buildings for the inventory were selected based on architectural integrity, historical significance, and severity of potential indirect impact (primarily their proximity to the project footprint). The inventory forms will become part of the statewide database maintained by the Washington State Office of Archaeology and Historic Preservation.

WSDOT, working with the Federal Highway Administration (FHWA), will use the survey and inventory data to determine each property's eligibility for listing in the National Register. These determinations will be reviewed by the State Historic Preservation Officer, the City of Seattle Preservation Officer, and local tribes, who may concur or disagree with the determinations. In the event of a disagreement between FHWA and the State Preservation Officer regarding a particular property, the final determination of eligibility will be made by the Keeper of the National Register at the National Park Service.

The surveyed buildings were evaluated according to the criteria established for the National Register of Historic Places and City of Seattle's landmark designation. Listing on the National Register requires that a historic resource be at least 50 years old, have historical or architectural significance, and retain its original character and integrity. These standards require, in general, that the property's location, design, setting, materials, workmanship, feeling, and associations remain substantially unaltered. It must also be significant under at least one of four criteria (36 CFR 60):

- A. It is associated with an important event or series of events that have made a significant contribution to the broad patterns of American history; or
- B. It is associated with an important individual who was significant in our past; or
- C. It embodies the distinctive characteristics of an architectural type, period, or method of construction, or it represents the work of a master or possesses high artistic value; or
- D. It has yielded, or may be likely to yield, information important in prehistory or history.

Properties that are less than 50 years old may be considered if they are of exceptional importance.

Properties that meet National Register criteria are very likely to meet the requirements for City designation as well. Designation as a City of Seattle landmark requires that the resource be at least 25 years old, that it retain sufficient integrity to convey its significance, and that it be significant under at least one of six criteria (SMC 25.12.350):

- A. It is the location of, or is associated in a significant way with, a historic event that had a significant effect on the community, city, state, or nation; or
- B. It is associated in a significant way with the life of a person important in the history of the city, state, or nation; or
- C. It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, city, state, or nation; or
- D. It embodies the distinctive visible characteristics of an architectural style, or period, or method of construction; or
- E. It is an outstanding work of a designer or builder; or
- F. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of the neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or the city.

City of Seattle State Environmental Policy Act (SEPA) regulations provide that properties that are likely to meet City landmark criteria must be formally reviewed for landmark eligibility before demolition. Actual determination of eligibility can be made only by the Seattle Landmarks Preservation Board.

2.5 Operational Impacts

Operational impacts of each alternative are discussed in Chapter 5. Attachment A shows the general level of direct impacts for each pre-1963 building. Detailed information on the project alternatives was used for this evaluation, particularly the location and size of roadway structures, tunnel portals, and structural supports. The table indicates direct impacts (demolitions, relocations, and alterations), as well as those buildings that are closest to the project area (within 50 feet). The remainder of the buildings listed are within approximately one block, but farther than 50 feet. To ensure accuracy and consistency, this analysis is being coordinated with several other analyses, including Transportation (Appendix C), Visual Quality (Appendix D), Noise and Vibration (Appendix F), Archaeological Resources and Traditional Cultural Places (Appendix M), and Economic (Appendix P).

2.6 Construction Impacts

Historic properties potentially affected by construction have been identified for each alternative and are listed in Chapter 6. Potential impacts include noise, traffic disruptions, and limitations on access. Special attention is paid to the continued viability of the Pioneer Square and Pike Place Market Historic Districts.

2.7 Secondary and Cumulative Impacts

In addition to demolition and physical damage to historic buildings, a range of secondary impacts has been identified in Chapter 7. These include impacts that occur further in time and place, such as potential traffic congestion or other impacts that may affect the viability of historic districts outside the APE. Also included are longer-term economic effects on historic properties, particularly the Pioneer Square and Pike Place Market Historic Districts, that may affect the ability of building owners to maintain their property.

Cumulative impacts include other transportation and construction projects that will potentially impact historic resources either during the construction period or afterwards. Those projects that appear to have significant potential to affect historic character are discussed and their impacts assessed along with direct and secondary impacts of the viaduct project.

2.8 Operational Mitigation

The section on operational mitigation (Chapter 8) discusses approaches to reduce the project's direct and indirect impacts on historic resources. Further development of mitigation measures will be closely coordinated with the FHWA, the WSDOT Cultural Resources Coordinator, the Seattle Historic Preservation Officer, and the Washington State Historic Preservation Officer. These mitigation approaches will then be the basis for discussion leading to a Section 106 Memorandum of Agreement among these parties in order to ensure that historic resources are adequately protected.

2.9 Construction Mitigation

The section on construction mitigation (Chapter 9) suggests potential measures to be used during construction to mitigate the expected impacts on historic resources. As with the operational mitigation, the specific measures will be closely coordinated with FHWA, WSDOT, the State Historic Preservation Officer, and the City Historic Preservation Officer. These mitigation approaches will then be the basis for discussion leading to a Section 106 Memorandum of Agreement among these parties to ensure that historic resources are adequately protected during construction.

Chapter 3 STUDIES AND COORDINATION

The following laws, ordinances, and agreements address historic resources:

- National Historic Preservation Act of 1966, as amended (16 USC 470) and its implementing regulations (36 CFR 800)
- Department of Transportation Act of 1966, as amended (49 USC 303)
- City of Seattle Landmarks Preservation Ordinance (SMC 25.12)
- Pioneer Square Preservation District Ordinance (SMC 23.66.115)
- Pike Place Market Historical District Ordinance (SMC 25.24)
- Waterfront Historic Character regulations (SMC 23.60.704)
- Interdepartmental Agreement between the Department of Design, Construction and Land Use and the Department of Neighborhoods, City of Seattle, on Review of Historic Buildings during SEPA Review

Coordination with relevant agencies is an important part of compliance with these regulations and successful identification of historic resources and impacts. Coordination meetings have been held with the State Historic Preservation Officer, the City of Seattle Preservation Officer, and the WSDOT Cultural Resources specialist. Through these meetings, agreement was reached on the Area of Potential Effect and the overall approach to the survey and inventory process. Information on potential impacts was shared with these agencies as project engineering progressed.

A variety of studies were used to collect and refine information for the Affected Environment section and the analysis of individual buildings. Among the most important were environmental documents completed for other projects in the area, including those for the Seattle Commons (Tobin and Hart-Crowser 1994), the Major League Baseball stadium (Major League Baseball Stadium Public Facilities District 1996), the Port of Seattle's Central Waterfront project (Port of Seattle 1994), and the Waterfront South Master Plan proposed by the Port of Seattle and WSDOT in 1999 (Hart-Crowser 1999). Additional information was obtained from the National Register forms for the Pioneer Square Historic District and the Alaskan Way Viaduct and Battery Street Tunnel. More atypical surveys include a thesis completed in 1979 by Susan Boyle and Katrina L. Deines on industrial sheds and a study done in 1988 by the City of Seattle Department of Community Development on renovation of apartment buildings in the Denny Regrade. A more complete list of resources is found at the end of this report.

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Chapter 4 AFFECTED ENVIRONMENT

Seattle's waterfront and the western edge of downtown are the most historic parts of the city, reflecting more than a century of development trends and the rise and decline of industries, from the Great Fire of 1889 through the present day. Accordingly, construction in this area may potentially have significant impacts on historic resources. Understanding the history of the city's development is crucial to perceiving the importance of the historic resources and recognizing these potential impacts.

4.1 Overview

The Alaskan Way Viaduct corridor extends the length of downtown Seattle's waterfront, spanning its most historic neighborhoods. The Area of Potential Effect (Exhibit 2-1) is approximately one block on each side of the project, running from S. Spokane Street north to Ward Street. Through the downtown area, it extends from the waterfront piers east to Occidental Avenue/First Avenue S./First Avenue. At Columbia and Seneca Streets, it extends to Second Avenue to accommodate the ramps included in some alternatives. North of University Street, it generally runs east to Western Avenue. In the North, it covers one block on each side of Battery Street and Aurora Avenue N. to Ward Street, and one block on each side of Broad Street.

This study area includes two historic districts (Exhibits 2-2 and 2-3) listed in the National Register of Historic Places: the Pioneer Square Historic District and the Pike Place Public Market Historic District. For each of these, there is also a locally designated historic district with slightly larger boundaries, as shown. In addition, there are 19 individual properties (listed in Attachment A) listed in the National Register; 17 of these are also designated as landmarks by the City of Seattle. Six additional properties are City-designated landmarks but are not listed in the National Register.

The historic background described below is broken into significant periods of physical, economic, or social development.

4.2 From Great Fire to Great War: 1889–1920

By 1889, the small settlement at Yesler's Wharf had grown into a regional center with a thriving commercial district extending along what are now First and Occidental Avenues. Although some buildings were brick, the majority were wood. When a cabinetmaker's glue pot ignited at First and Madison Streets on June 6, 1889, the resulting fire destroyed 58 blocks, virtually all of the commercial district at that time. The entrepreneurial community saw the

fire as a chance to build a new, modern city, and work proceeded immediately. New City ordinances required that all construction within the downtown area be of masonry or other fireproof construction. More than 130 brick or stone buildings were built within the next year. The result was a homogeneous commercial sector of red brick buildings in the latest Richardsonian Romanesque style, suited to become the center of trade for the new state of Washington.

The fire also destroyed the wharves and waterfront facilities between S. King and Union Streets. This presented an opportunity to replace the haphazard variety of piers with larger and more efficient facilities of consistent design, built on a parallel east–west alignment. Although owners began to rebuild immediately, it took some time before they accepted the new alignment; accordingly, several piers were rebuilt a second time in 1900–01 (Hershman et al. 1981). To ease congestion, a previous right-of-way grant to the Seattle, Lake Shore, and Eastern Railroad was expanded to include 120 feet of new fill along the waterfront. This new fill also established the configuration of Railroad Avenue, today's Alaskan Way surface street (Hershman et al. 1981).

Growth also occurred on the northern waterfront. William Bell's claim near Bell Street developed into a mixed industrial and residential community, with saw mills, fish processing plants, modest homes, boarding houses, small apartment buildings, and larger residential hotels for workers. In 1889, the same year as the Great Fire, Bell built the Austin A. Bell Building, a red brick Victorian Gothic structure designed by Elmer Fisher, the same architect who also designed many of the new Pioneer Square buildings (Ochsner et al. 1994). The following year, Fisher designed the city's first Masonic temple (now known as the Barnes Building) next door.

The northward movement of development was facilitated by several regrades, in which the City, led by City Engineer R. H. Thomson, sluiced away the hills that were seen to be hindering progress. In 1898, First Avenue between Pine Street and Denny Way was lowered by 17 feet. Between 1908 and 1911, 27 blocks between Second and Fifth Avenues from Pine to Cedar Streets were washed away (Phelps 1978). Significant growth followed these regrades, with construction of the Moore and New Washington (now Josephinum) hotels on Second Avenue in 1908 and the Securities Building on Third Avenue in 1913.

However, the Western Avenue vicinity, from First Avenue west to the Alaskan Way surface street, was not leveled, and its steep slopes gave it a different character than the eastern section. The western part of the neighborhood experienced its own dramatic change on June 10, 1910, when a fire destroyed approximately eight square blocks from the Alaskan Way surface street east to Second Avenue and from Battery Street to Vine Street

(Regrade Dispatch 1994). At least five working-class hotels and numerous small houses and businesses were destroyed. Although only one life was lost, hundreds were left without homes or jobs. However, industry and housing soon returned. The fire destroyed the new Puget Sound Sheet Metal Works, but a new factory, Skyway Luggage, soon rose on the site (Mayhew 1995). In 1924, the American Can Company built the largest industrial structure in the vicinity.

Development also occurred away from the waterfront. David Denny established a claim at the south end of Lake Union in January 1853, opening the area up for industry, primarily saw mills and shingle mills. By 1878, about 50 residences were clustered in the vicinity of today's Westlake Avenue and Roy Street (Tobin 1994). By 1884 the neighborhood had developed sufficiently that Denny Park was established on a block of land donated to the City in 1864 by David and Louisa Denny for use as a cemetery. South Lake Union grew into a mixed neighborhood of residences, industry, and retail and service businesses. Streetcars connected the area to downtown and Fremont, but it was not until 1907 that Westlake Avenue and Valley Street were graded and filled to improve north-south road connections.

Seattle was profoundly affected by the Panic of 1893, a 4-year national depression. Because the city depended on East Coast investors to finance its new construction and infrastructure, development slowed significantly. However, the economy revived dramatically in June 1897, with the arrival of the steamer Portland carrying "more than a ton of gold" mined along the Klondike River. Seattle quickly became "The Gateway to Alaska," the commercial center and supply point for the subsequent gold rush. Adventurers from throughout the world sought fortunes in the Klondike, passing through Seattle to buy the required supplies. Although few made fortunes in mining, the city's merchants, hoteliers, theaters, restaurants, and shipping companies thrived. First Avenue was given over to small hotels, stores, cafes, and saloons serving sailors and other travelers. It retained this character for decades. The population grew by more than 25,000 people in only 3 years, reaching more than 80,000 in 1900 (Crowley et al. 2001).

Another impetus to northward expansion of the business district was the development of a new commercial center at the former site of the University of Washington. The University had moved to the shores of Portage Bay in 1895, but it was not until 1907 that development began on its original site on Fourth and Fifth Avenues between Seneca and Union Streets. By 1910 this complex provided a new focus for up-and-coming businesses. Although only the Cobb Building (1910) remains from these original structures, numerous other buildings from this period remain in the area north of Pioneer Square:

the National Bank of Commerce (1908), the Joshua Green Building (1913), the Bank of California (1916), the Arctic Building (1916), and the Times Square Building (1916).

The city's infrastructure improved significantly during this period. In 1905, James J. Hill, who controlled both the Northern Pacific and the Great Northern railroads, completed a railroad tunnel beneath downtown, running from the new depot at S. King Street to the foot of Virginia Street. City Engineer R. H. Thomson had requested this facility so that through trains could avoid the tremendous congestion along the waterfront and Railroad Avenue (Crowley et al. 2001). This provided the Great Northern with convenient downtown access and a downtown station for the first time. Shortly afterwards, between 1911 and 1916, the City constructed a concrete seawall along the western edge of Railroad Avenue, running from Washington to Madison Streets. This established the modern shoreline and was the first segment of the Alaskan Way Seawall to be constructed (Hershman et al. 1981).

As part of Seattle's role in provisioning the Klondike gold rush, Western Avenue developed into a warehousing and distribution center for produce and other food products. One of the largest brokers, John Agen, founder of the Northwest dairy industry, established his headquarters here in 1910. He built his own dock (now Pier 56) nearby to receive and ship eggs, butter, and cheese. In 1907 the Pike Place Market opened nearby at First and Pike Streets to provide a means for consumers to buy directly from farmers without dealing with the middlemen on Western Avenue. Over the next 10 years, permanent buildings with market stalls were constructed to replace the wagons used originally. By 1927, more than 400 farmers were selling at the expanded complex (Woodbridge 1980).

In 1909 Seattle hosted a belated celebration of the gold rush, the Alaska–Yukon–Pacific Exposition. Although the fair was held at the new University of Washington campus, its effects spread through the city with the development of hotels, apartment buildings, and other amenities, including many in the downtown–Belltown area. More than 3,000,000 visitors attended the fair, enhancing the city's national and international status and setting the stage for future growth.

4.3 Growth, Depression, and World War II: 1921–1945

The late 1920s were a very intense period of physical development for Seattle, during which the face of its downtown changed completely. The financial section along Second and Third Avenues grew with the Exchange Building and the Northern Life (Seattle) Tower. Many other buildings were added on

Fourth and Fifth Avenues. The Bon Marche moved east from Second Avenue to Fourth and Pine Streets, establishing a new retail center close to the 1918 Frederick and Nelson store at Fifth and Pine.

Belltown also evolved considerably in the 1920s, although on a small scale. Because it was close to downtown but less congested and costly, it proved the ideal location for apartment buildings for downtown and waterfront workers and for support services such as printing. A large number of these apartment buildings remain. Remnants can also be found of one of Seattle's little known industries, film distribution. Hollywood movie studios originally shipped film reels by train to regional centers for distribution to local theaters. Belltown was the regional film distribution center for the Northwest. Although many of these unique buildings have been demolished, at least two, the MGM/Loew's and the Paramount buildings, still exist on Battery Street.

Also by the late 1920s, the automobile had begun to make serious inroads into the region's transportation systems. The first two decades of the century had been a heyday of rail and water travel. The region had an efficient citywide streetcar network and a regional interurban rail system. All of Puget Sound was tied together by the Mosquito Fleet, steamboats that served communities large and small all around Puget Sound, including those on the Kitsap and Olympic Peninsulas and on Bainbridge, Vashon, and Whidbey Islands. The frequent arrival of Mosquito Fleet steamers full of shoppers and goods made the waterfront a place that bustled not only with rail lines and cargo, but also with people for whom Railroad Avenue was the gateway to the city. Colman Dock at the foot of Madison Street was the Seattle terminus for most of these boats.

The automobile took over quickly in the 1930s. Streetcars and steamboats suffered a long period of decline, and local streetcars ceased their runs in 1941. Passenger-only steamers continued to run into the 1930s, but were soon replaced with new, more expensive ferries that could carry autos as well as passengers.

The final regrade was completed in 1930, creating a flat expanse east of Fifth Avenue. Westlake Avenue, which had been graded and filled near Lake Union during an earlier regrade in 1907, was connected to downtown. This massive effort was undertaken to encourage businesses to move into the area, but by the time of its completion, the Great Depression had slowed business activity. However, one business sector took advantage of the newly opened land—auto dealers. Westlake Avenue became Seattle's new Auto Row, as dealers were being crowded out of their original quarters on Capitol Hill's Pike and Pine Streets.

Another major Depression-era infrastructure improvement was the completion, in 1932, of the Aurora Avenue Speedway, which included the George Washington Memorial Bridge (the Aurora Bridge) and a stretch of roadway with no intersections or traffic signals from the east side of Queen Anne Hill to north Green Lake. This highway offered, for the first time, a quick, direct auto route from north Seattle to downtown, terminating at Denny Way. Aurora Avenue was part of a national phenomenon of highway building to accommodate the growing popularity of the automobile. Years before, a prominent Shoreline resident, Judge James Ronald, an avid promoter of good roads, had proclaimed his vision of Aurora Avenue as part of a grand highway from Canada to Mexico. A 1921 article described “The Pacific Highway, the broad stretch of pavement, 700 miles in length at present and 1,600 when completed,the forerunner of great highways beyond the conception of the present generation that will mark the nation like a great checkerboard with its mass of highway arteries running in every direction and over which will flow the traffic of the continent” (Chambers 1921).

Also during this period, between 1934 and 1936, the seawall was extended north from Madison Street to Bay Street. The work included filling the area between the new wall and the roadway (the Alaskan Way surface street). Up until this time, the “road” had essentially been planking laid over pilings.

Seattle was transformed by World War II, perhaps more than any other American city. Its Northern Pacific location made it a strategic military base for the war against Japan. More importantly, its airplane factories and shipyards made it a crucial part of the war effort. Waterfront industries south of downtown and in the Spokane Street vicinity prospered. South Lake Union also flourished with expansion of the shipyards and related industries, along with the establishment of a major naval reserve training center at the south end. However, civilian construction virtually came to a halt, and there is little legacy of the war in the downtown area or on the waterfront. The war's most lasting impact was the vast increase in population, as many of the thousands who came for military service or to work in industry remained here.

4.4 Post-World War II: 1946–1975

The opening of the Alaskan Way Viaduct on April 4, 1953 symbolized the final transition of the post-war world from water and rail transportation to automobiles and trucks. The viaduct structure connected to Aurora Avenue, completing the Pacific Highway (now designated SR 99) through downtown Seattle. It also dramatically altered the character of the waterfront and the western edge of downtown, turning the City's back on what had once been its gateway. Near its previous terminus at Denny Way, Aurora Avenue entered

a new tunnel beneath Battery Street, exiting just west of First Avenue. From that point, the roadway continued on a double-level structure just east of Alaskan Way, past Pioneer Square and through the railroad yards south of downtown.

Planning for the Alaskan Way Viaduct had begun in 1934, shortly after completion of the Aurora Speedway. Detailed design work started in 1949, with construction of the first segment (Battery to Pike Streets) taking place from December 1949 to July 1951. The Pike Street to King Street segment was constructed between January 1951 and the summer of 1952. At that time, construction of the Battery Street Tunnel to connect the new viaduct to Aurora Avenue began, with completion in June 1954. Additional construction took place at the south end, to S. Holgate Street, over the next few years, with the entire project being completed in August 1958 (George 2001).

Development was very slow during the 1950s, as the region and the country struggled with the transition to a post-war economy. The Norton Building, the city's first major International-style structure, was built in 1960, 15 years after the end of the war. Ironically, it was adjacent to downtown's last major building project, the 1930 Exchange Building, built three decades earlier.

In 1962, the Century 21 Exposition, Seattle's second World's Fair, was held to raise Seattle's visibility, attract industry, and revitalize downtown and the languishing Denny Regrade (Findlay 1992). The project revitalized much of the area between Lake Union and Elliott Bay, at the foot of Queen Anne Hill. An entertainment center, with a civic arena, auditorium, and football stadium, had been built on Mercer Street in the 1920s, near the site where pioneers David and Louisa Denny had settled. However, the surrounding Warren Avenue neighborhood, containing some of the oldest houses near downtown, had deteriorated to slum-like conditions. The older civic structures were rebuilt for the fair, and the surrounding 74-acre site was cleared to build new facilities. The major features were the Space Needle, the Federal Science Pavilion (the Pacific Science Center), and the Washington State Pavilion (Key Arena). Despite the fair's popularity and financial success, it was not until 1969 that significant downtown development occurred, with the Seattle First National Bank Building, followed by the Bank of California, Rainier Tower, and a new federal office building.

In the early 1960s, the automobile's influence was further emphasized by the proposals of local business leaders to demolish the old buildings of the Pike Place Market and Pioneer Square to make room for modern ring roads and parking garages. Momentum against these plans grew over the following decade. As a result of local activism and leadership, both neighborhoods were designated as National Register historic districts in 1970. The National

Register of Historic Places had been established in 1966 by the passage of the National Historic Preservation Act; these were among the first districts in the nation to be designated. The City also established its own historic preservation program, designating numerous individual buildings as landmarks in the 1970s and 1980s.

In November of 1971, a citizens' initiative overwhelmingly defeated a plan to demolish and replace the Pike Place Market. Between 1972 and 1978, original buildings were renovated and new housing was added, using both federal and private funds (Kreisman 1999). The community of farmers and produce dealers was joined by crafts people and numerous shops to form a thriving and internationally known market district. The boundaries of the local historic district (but not the National Register district) were expanded westward in 1984 and 1991 to include the area between Western Avenue and the Alaskan Way surface street.

Pioneer Square was undergoing a similar renaissance during this time. Architects and property owners, with City and federal assistance, worked to renovate buildings, one by one, and to attract new restaurants, shops, and residents. The boundaries of the National Register historic district were expanded twice, to incorporate later warehouse buildings to the east and on First Avenue S. The Pioneer Building and Pergola, at First Avenue and Yesler Way, are designated National Historic Landmarks. Fewer than 2,500 historic places in the nation have this designation, which is given only to properties that are exceptionally valuable in illustrating or interpreting the history of the United States. The City landmark district (the Pioneer Square Preservation District) has slightly different boundaries from the National Register district, and extends south to S. Royal Brougham Way and to the waterfront (see Exhibit 2-2). It includes the Washington Street Boat Landing, which is listed separately on the National Register. With the protection of its historic district designation, Pioneer Square retains its historic character as a turn-of-the-century commercial center, despite the construction of two sports stadiums nearby.

Belltown also changed during the 1970s, although the circumstances differed. The growth expected after the regrades had never reached this area north of downtown. Its character remained primarily one- to three-story buildings providing housing and services for downtown. The numerous apartment buildings from the 1920s and earlier remained. By the late 1960s, economic and technological developments led to the decline of Belltown industries, with significant changes in land use. The American Can Company plant, the largest facility in the area when it opened in 1924, closed in 1970; it reopened in 1980 as the Seattle Trade Center. The company's pier (Pier 69) was later

renovated into the Port of Seattle's headquarters. The Booth Fisheries pier was replaced by the Edgewater Inn in the early 1960s. Skyway Luggage, which expanded into the adjacent Booth Fisheries building in 1965, was the last major industrial presence into the 1990s. In the 1970s and 1980s, non-profit housing agencies, with federal housing funds, acquired and restored more than 20 buildings for use as low-income housing. Several new low-income apartment buildings were added as well. In 2001, the last three remaining workers' cottages at Vine and Elliott Streets were designated as City of Seattle historic landmarks.

Since 1975, the downtown/waterfront vicinity has generally continued to thrive. In the 1990s Belltown saw a housing boom with construction of numerous high rises. Pioneer Square experienced significant renovation. By 2000, most buildings in the district had received at least some renovation, with many offices and housing units added. The Kingdome, a sports stadium completed in 1976, was demolished and replaced by two stadiums, one for football and one for baseball. The addition of Safeco Field at the south end of the historic district brought increased attention to this warehouse/industrial neighborhood and expectations of future growth and land use changes adjacent to the rail yards and Alaskan Way Viaduct.

Land uses were also changing on the waterfront. The old Colman Dock and the Grand Trunk Pacific Dock to the north were demolished in 1964–65 for the construction of a new Washington State Ferries terminal, oriented primarily to transporting autos rather than walk-on passengers. The Port of Seattle's freight traffic increased, requiring the construction of large container terminals with rail access. By the 1990s, these filled much of the traditional mixed industrial area from Pioneer Square south to the Spokane Street Bridge. As traditional maritime uses declined along the central waterfront, the historic pier sheds were converted to tourist-oriented restaurants and shops. A new conference center and a cruise ship terminal were built at Pier 66, and massive cruise ships now arrive regularly during the summer months. Today, condominiums, a new hotel, and varied office uses are also part of the mix of uses along the waterfront.

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Chapter 5 OPERATIONAL IMPACTS AND BENEFITS

As described above, the existing Alaskan Way Viaduct is adjacent to numerous designated historic resources, including two historic districts, Pioneer Square and Pike Place Market. Additional resources built prior to 1963 were surveyed for this report and appear to meet the eligibility criteria for the National Register of Historic Places and/or for local landmark designation. These resources include the viaduct structure itself and the Battery Street Tunnel, which have been determined eligible for the National Register, and the seawall, which appears to be eligible. A list of designated and potential historic resources can be found in Exhibits 2-2, 2-3 and 2-4. This section identifies these historic resources and the impacts that each of the six project alternatives could have on them while in operation.

5.1 No Build Alternative

5.1.1 Scenario 1 – Continued Operation of the Viaduct and Seawall With Continued Maintenance

This alternative will not have any additional direct impacts on historic resources. Conditions will remain as they are today. The most notable of these current impacts are visual impacts and noise and air pollution from vehicles traveling on the roadway.

The existing viaduct structure blocks views from the waterfront toward historic buildings, primarily in the Pioneer Square area between S. Royal Brougham Way and Columbia Street. It also limits outward views of building occupants and users, both commercial and residential. The First Avenue S. off-ramp is immediately adjacent to the Triangle Building (S-57), which is in the Pioneer Square Historic District and is separately listed in the National Register. The Columbia Street ramp impacts three properties, the Polson (C-49), Journal (C-50), and Colman (C-56) buildings. The Polson and Journal Buildings are in the Pioneer Square Historic District, and the Colman Building is in the National Register. The Seneca Street ramp is adjacent to two other National Register properties, the Grand Pacific Building (C-70) and the Olympic Warehouse (C-73).

The viaduct is also a highly visible element of the streetscape of Pioneer Square, particularly along Alaskan Way South and looking westward from First Avenue. The viaduct's presence affects the historical context of the western portion of the Pioneer Square Historic District, which was constructed in a pre-highway era. The central waterfront, including historic Piers 54 through 59, is also affected by the viaduct's presence, which blocks

views toward downtown. Refer to Appendix D, Visual Quality Technical Memorandum for further detail on existing visual impacts.

Noise from vehicles operating on the viaduct affects the historic context of the western portion of Pioneer Square and the historic waterfront. Customers, merchants, and other users of buildings in the western parts of Pioneer Square and the Pike Place Market Historic District, and on Piers 54 through 59 (a potential National Register historic district) are affected. See Appendix F, the Noise and Vibration Discipline Report for further information on existing noise levels.

5.1.2 Scenario 2 – Sudden Unplanned Loss of the Facilities but Without Major Collapse or Injury

The No Build Alternative will not reduce the seismic risk found in the existing structure. A minor earthquake or other event could lead to failure of portions of the viaduct and/or the seawall, causing the viaduct to be unusable. Historic buildings immediately adjacent to the viaduct (primarily between S. King and Columbia Streets) could be affected by falling debris. Businesses in the Pioneer Square Historic District and on Piers 54 through 59 may be affected by closure of the viaduct and nearby surface streets. This could result in loss of access and changed traffic patterns that could threaten the economic viability of the district and the continued use and maintenance of the historic buildings. Some areaways (spaces beneath the sidewalks of older buildings) on First Avenue S., among the oldest in Seattle, may be affected by vibrations from increased use of that street by heavy vehicles diverted from the damaged viaduct.

5.1.3 Scenario 3 – Catastrophic Failure and Collapse of Viaduct and/or Seawall

A significant earthquake resulting in the collapse of the viaduct and the seawall will potentially cause total destruction of or extensive damage to numerous historic buildings. Those at greatest risk will be Piers 54 through 59 and those buildings in the Pioneer Square Historic District closest to the viaduct, generally between S. King and Columbia Streets.

5.2 Rebuild Alternative

With the Rebuild Alternative, three properties that are eligible for listing in the National Register will be demolished for the project. This number includes the viaduct and the seawall. One National Register structure, the Washington Street Boat Landing pergola, will be relocated approximately 125 feet to the west.

Of the buildings that lie within 50 feet of the project, approximately 23 are in the Pioneer Square Historic District. Two buildings are listed in the National Register, two are eligible for listing, and two are designated local landmarks. In addition, the waterfront piers, a potential National Register historic district, are within 50 feet of the project.

Impacts in the five project areas are listed below, going from south to north.

5.2.1 South – S. Spokane Street to S. King Street

SR 99 At-Grade With SR 519 Elevated Interchange

With the Rebuild Alternative, one building in the south segment that may be demolished has been determined eligible for listing in the National Register and meets Seattle landmark criteria. The building may potentially be used for project-related offices or other activities.

- 801 First Avenue S. (S-50) WOSCA Freight House

Other potential impacts include the following:

- The Bemis Building (S-34), which has been determined eligible for the National Register and meets Seattle landmark criteria, may have changes to its access, with no access off of S. Atlantic Street.
- Demolition of the existing ramp at First Avenue S. will open up views and reduce impacts on the Triangle Building (S-57) and nearby buildings at the southwest edge of the Pioneer Square Historic District.
- A new ramp at S. Royal Brougham Way will be adjacent to this historic district and may have visual impacts on the buildings along First Avenue S.
- A new ramp at S. Atlantic Street will be constructed across the Bemis Building façade and will have visual impacts, changing its setting and historic context.

5.2.2 Central – S. King Street to Battery Street Tunnel

Rebuild and Retrofit

In the Central segment between S. King Street and the Battery Street Tunnel, one National Register-listed structure, and one that is eligible for listing, will be directly affected:

- The Washington Street Boat Landing pergola (C-29) will be removed during construction and renovated. It will be replaced approximately 125 feet west of its current site.

- The Alaskan Way Viaduct, which has been determined eligible for listing in the National Register, will be demolished under this alternative.

Impacts from vehicular noise, vibrations, and air pollution will be similar to those experienced with the existing viaduct. The historic character of the Pioneer Square Historic District will continue to be affected by these impacts.

Visual impacts in Pioneer Square from the new structure will be the same as with the existing structure, as described above for the No Build Alternative. The structure will continue to block views from the waterfront to the historic buildings in the Pioneer Square Historic District between S. Royal Brougham Way and Columbia Street. Outward views will continue to be limited. The retrofitted ramps at Columbia and Seneca Streets will continue to impact the Polson (C-49), Journal (C-50), Colman (C-56), and Grand Pacific (C-70) Buildings and the Olympic Warehouse (C-73). The Polson and Journal Buildings are in the Pioneer Square Historic District, and the others are listed in the National Register. The new viaduct will be a highly visible element of the streetscape of Pioneer Square, particularly on Alaskan Way South and looking westward from First Avenue. This visual presence will noticeably affect the historical context of the western portion of the Pioneer Square Historic District, as does the existing viaduct. Refer to Appendix D, Visual Quality Technical Memorandum for further detail on potential visual impacts.

Noise and air pollution from vehicles operating on the new structure will be generally similar to today, with a slight increase over existing conditions. These impacts affect building occupants, customers, and other users of the buildings noted above, and in the Pike Place Market Historic District and on Piers 54 through 59 (a potential National Register historic district). See the appropriate EIS appendices for further details on current noise and air quality levels.

5.2.3 North Waterfront – Pike Street to Broad Street

No historic resources in this vicinity will be affected by this alternative.

5.2.4 North – Battery Street Tunnel to Ward Street

No Improvements

With this alternative, no improvements will be made north of the Battery Street Tunnel, so there will be no impacts to historic resources.

5.2.5 Seawall – S. King Street to Myrtle Edwards Park

Rebuild

All alternatives will involve demolition of the existing seawall, which is eligible for National Register listing. The completed seawall will have no impacts on historic resources.

5.3 Aerial Alternative

Impacts of the Aerial Alternative are similar to those of the Rebuild Alternative, described above. Three properties that may be eligible for listing in the National Register will be demolished for the project, including the viaduct and the seawall. One National Register structure, the Washington Street Boat Landing pergola, will be relocated. Two properties eligible for National Register listing will be modified, including the Battery Street Tunnel.

Of the buildings that lie within 50 feet of the project, approximately 25 are in the Pioneer Square Historic District. Three buildings are listed in the National Register, two are eligible for listing, and two are designated local landmarks. In addition, the waterfront piers, a potential historic district, are within 50 feet.

5.3.1 South – S. Spokane Street to S. King Street

Stacked Aerial

With the Aerial Alternative, one building in the south segment that may be demolished has been determined eligible for listing in the National Register and meets Seattle landmark criteria. The building may potentially be used for project-related offices or other activities.

- 801 First Avenue S. (S-50) WOSCA Freight House

Other potential impacts include the following:

- The Bemis Building (S-34), which has been determined eligible for the National Register, may have changes to its access, with no access off of S. Atlantic Street.

Demolition of the existing ramp at First Avenue S. will open up views and reduce impacts on the Triangle Building (S-57) and nearby buildings at the southwest edge of the Pioneer Square Historic District.

Other impacts will be similar to those discussed above for the existing condition (No Build Alternative) and the Rebuild Alternative. Impacts from vehicular noise, vibrations, and air pollution will be similar to those experienced with the existing viaduct. Customers, residents, and others using

historic buildings within approximately one block of the new structure will be affected by these impacts much as they are with the existing viaduct. The historic character of the Pioneer Square Historic District will continue to be affected by these impacts.

Option: SR 99 At-Grade With SR 519 Elevated Interchange

Impacts for this option would be the same as for the Rebuild Alternative (see Section 5.2.1).

5.3.2 Central – S. King Street to Battery Street Tunnel

Stacked Aerial

In the Central area between S. King Street and the Battery Street Tunnel, one National Register-listed structure and three eligible structures will be directly affected.

- The Washington Street Boat Landing pergola (C-29) will be removed during construction and renovated. It will be replaced approximately 125 west of its current site.
- The Alaskan Way Viaduct, which has been determined eligible for listing in the National Register, will be demolished under this alternative.
- The Battery Street Tunnel, also determined eligible for the National Register, will be altered through fire and life safety improvements.
- The Catholic Seamen's Club (C-119), which is eligible for the National Register and meets Seattle landmark criteria, may have basement alterations to accommodate improvements to the Battery Street Tunnel. The tunnel currently intrudes on the basement.

Visual impacts in Pioneer Square from the new structure will be the same as with the existing structure, as described above for the No Build Alternative. The structure will continue to block views from the waterfront to the historic buildings in the Pioneer Square Historic District between S. Royal Brougham Way and Columbia Street. Outward views will continue to be limited. The retrofitted ramps at Columbia and Seneca Streets will continue to impact the Polson (C-49), Journal (C-50), Colman (C-56), and Grand Pacific (C-70) Buildings and the Olympic Warehouse (C-73). The Polson and Journal Buildings are in the Pioneer Square Historic District, and the others are listed in the National Register. The new viaduct will be a highly visible element of the streetscape of the western section of Pioneer Square, particularly on Alaskan Way South and looking westward from First Avenue. This visual presence will noticeably affect the historical context of the western portion of

the Pioneer Square Historic District, as does the existing viaduct. Refer to Appendix D, Visual Quality Technical Memorandum for further detail on potential visual impacts.

Impacts from vehicular noise, vibrations, and air pollution will be similar to those experienced with the existing viaduct. The historic character of the Pioneer Square Historic District will continue to be affected by these impacts. Noise from vehicles operating on the new structure will be generally similar to today, with a slight increase over the existing condition. As with the existing viaduct, these impacts affect building occupants, customers, and other users of the buildings noted above, and in the Pike Place Market Historic District and on Piers 54 through 59 (a potential National Register historic district. See Appendix F, the Noise and Vibration Discipline Report, and Appendix Q, the Air Quality Discipline Report, for further information on existing effects.

5.3.3 North Waterfront – Pike Street to Broad Street

No historic resources in this vicinity will be affected by this alternative.

5.3.4 North – Battery Street Tunnel to Ward Street

Battery Street Tunnel Improvements

The only impact on historic resources in this segment will be on the Battery Street Tunnel, which has been determined eligible for the National Register. It will receive fire and life safety improvements, including changes to the portals.

Widened Mercer Underpass

No historic resources in this vicinity will be affected by this alternative.

Option: Lowered Aurora/SR 99

Although the buildings affected by this option are more than 40 years old, most of them lack architectural integrity due to significant alterations. None of them appear to meet the criteria for National Register listing or City of Seattle landmark designation.

5.3.5 Seawall – S. King Street to Myrtle Edwards Park

Rebuild

All alternatives will involve demolition of the existing seawall, which is eligible for National Register listing. The completed seawall will have no impacts on historic resources.

Option: Seawall Frame

Impacts for this option would be the same as described above for the rebuild alternative.

5.4 Tunnel Alternative

Under the Tunnel Alternative, three properties that may be eligible for listing on the National Register will be demolished for the project. This number includes the viaduct and the seawall. One National Register structure, the Washington Street Boat Landing pergola, will be relocated approximately 125 feet to the west. The 1 Yesler Building in the Pioneer Square Historic District may also be relocated nearby. Three National Register-eligible properties will be modified, including the Battery Street Tunnel.

Of the buildings that lie within 50 feet of the project, approximately 25 are in the Pioneer Square Historic District. Three buildings are listed in the National Register, two are eligible for listing, and two are designated local landmarks. In addition, the waterfront piers, a potential historic district, are within 50 feet.

5.4.1 South – S. Spokane Street to S. King Street

SR 99 At-Grade With SR 519 Elevated Interchange

With the Tunnel Alternative, one building in the south segment that may be demolished has been determined eligible for listing in the National Register and meets Seattle landmark criteria. The building may potentially be used for project-related offices or other activities.

- 801 First Avenue S. (S-50) WOSCA Freight House

Other potential impacts include the following:

- The Bemis Building (S-34), which has been determined eligible for the National Register and meets Seattle landmark criteria, may have changes to its access, with no access off of S. Atlantic Street.
- Demolition of the existing ramp at First Avenue S. will open up views and reduce impacts on the Triangle Building (S-57) and nearby buildings at the southwest edge of the Pioneer Square Historic District.
- A new ramp at S. Royal Brougham Way will be adjacent to this historic district and may have visual impacts on the buildings along First Avenue S.
- A new ramp at S. Atlantic Street will be constructed across the Bemis Building façade and will have visual impacts, changing its setting and historic context.

The tunnel portal will be located just south of S. King Street, adjacent to the Pioneer Square Historic District. Noise and vibration levels will be less than with the existing viaduct. Refer to Appendix F, the Noise and Vibration Discipline Report, for further information.

Option: Side-by-Side Aerial

This option would cause no additional impacts to historic resources. The south portion of the Pioneer Square Historic District would benefit from the removal of the First Avenue S. ramp.

5.4.2 Central – S. King Street to Battery Street Tunnel

Side-by-Side Tunnel

In the Central area between S. King Street and the Battery Street Tunnel, one National Register-listed structure, one building in the Pioneer Square Historic District, and one structure that has been determined eligible for the National Register may be directly affected.

- The Washington Street Boat Landing pergola (C-29) will be removed during construction and renovated. It will be replaced approximately 125 feet west of its current site,
- The 1 Yesler Way Building in the Pioneer Square Historic District will be acquired. It could potentially be relocated in the parking lot across the street to the north, which is of adequate size and is an appropriate context.
- The Alaskan Way Viaduct, which has been determined eligible for listing in the National Register, will be demolished under this alternative.

Two historic buildings may be altered:

- Antique Importers/Snowboard Connection (C-48) in the Pioneer Square Historic District may be altered.
- The Catholic Seamen's Club (C-119), which is eligible for the National Register and meets Seattle landmark criteria, may have basement alterations to accommodate improvements to the Battery Street Tunnel. The tunnel currently intrudes on the basement.

A vent structure will be located at Yesler Way and Western Avenue, which will be a visual impact by introducing a new element into the Pioneer Square Historic District. It will be designed to be compatible with the surrounding buildings and will be reviewed by the Pioneer Square Preservation Board, as required by the Pioneer Square Historic District ordinance (SMC 23.66). Another vent north of Union Street will adjoin the Pike Place Market Historic

District, also introducing a new visual element that will be more evident with the removal of the viaduct. The vent structure on Spring Street will be located across from the historic National Building (C-64). These two structures will also be designed to be compatible with their surroundings and will be reviewed by the City Historic Preservation Officer under the City SEPA policies (SMC 25.05.657).

The Pioneer Square Historic District and Piers 54 through 59 on the central waterfront will benefit from the removal of the viaduct structure. This change will reduce noise, vibration, and air pollution and will improve views of and from the historic buildings. The Polson (C-49), Journal (C-50), Colman (C-56), and Grand Pacific (C-70) Buildings and the Olympic Warehouse (C-73) will benefit from the removal of the adjacent Columbia and Seneca Street ramps. As with the removal of the main viaduct structure, the removal will improve the view of and from the buildings, and will reduce traffic noise, vibration, and air pollution.

5.4.3 North Waterfront – Pike Street to Broad Street

No historic resources in this vicinity will be affected by this alternative.

5.4.4 North – Battery Street Tunnel to Ward Street

Battery Street Tunnel Improvements

The only impact on historic resources in this segment will be on the Battery Street Tunnel, which has been determined eligible for the National Register. It will receive fire and life safety improvements, including changes to the portals.

Widened Mercer Underpass

No historic resources in this vicinity will be affected by this alternative.

5.4.5 Seawall – S. King Street to Myrtle Edwards Park

Tunnel Wall and Rebuild

All alternatives will involve demolition of the existing seawall, which may be eligible for National Register listing. The completed seawall will have no impacts on historic resources.

5.5 Bypass Tunnel Alternative

Impacts of the Bypass Tunnel Alternative are similar to those described above for the Tunnel Alternative. Three properties that may be eligible for listing in the National Register will be demolished for the project. This number includes the viaduct and the seawall. One National Register structure, the

Washington Street Boat Landing pergola, will be relocated, as will the 1 Yesler Building in Pioneer Square. Three National Register-eligible properties will be modified, including the Battery Street Tunnel.

Of the buildings that lie within 50 feet of the project, approximately 25 are in the Pioneer Square Historic District. Three buildings are listed on the National Register, two are eligible for listing, and two are designated local landmarks. In addition, the waterfront piers, a potential historic district, are within 50 feet of the project.

5.5.1 South – S. Spokane Street to S. King Street

SR 99 At-Grade With SR 519 Elevated Interchange

In the South segment, impacts of the Bypass Tunnel Alternative will be the same as for the Rebuild Alternative.

With the Bypass Tunnel Alternative, one building in the south segment that may be demolished has been determined eligible for listing in the National Register and meets Seattle landmark criteria. The building may potentially be used for project-related offices or other activities.

- 801 First Avenue S. (S-50) WOSCA Freight House

Other potential impacts include the following:

- The Bemis Building (S-34), which has been determined eligible for the National Register and meets Seattle landmark criteria, may have changes to its access, with no access off of S. Atlantic Street.
- Demolition of the existing ramp at First Avenue S. will open up views and reduce impacts on the Triangle Building (S-57) and nearby buildings at the southwest edge of the Pioneer Square Historic District.
- A new ramp at S. Royal Brougham Way will be adjacent to this historic district and may have visual impacts on the buildings along First Avenue S.
- A new ramp at S. Atlantic Street will be constructed across the Bemis Building façade and will have visual impacts, changing its setting and historic context.

5.5.2 Central– S. King Street to Battery Street Tunnel

Side-by-Side Bypass Tunnel

In the Central area between S. King Street and the Battery Street Tunnel, one National Register-listed structure, one building in the Pioneer Square Historic District, and one structure that has been determined eligible for the National Register will be directly affected.

- The Washington Street Boat Landing pergola (C-29) will be removed during construction and renovated. It will be replaced approximately 125 feet west of its current site on Alaskan Way S.
- The 1 Yesler Way Building, in the Pioneer Square Historic District, will be acquired. It could potentially be relocated in the parking lot across the street to the north, which is of adequate size and is an appropriate context.
- The Alaskan Way Viaduct, which has been determined eligible for listing in the National Register, will be demolished under this alternative.

Two historic buildings may be altered:

- Antique Importers/Snowboard Connection (C-48) in the Pioneer Square Historic District may be altered.
- The Catholic Seamen's Club (C-119), which is eligible for the National Register and meets Seattle landmark criteria, may have basement alterations to accommodate improvements to the Battery Street Tunnel. The tunnel currently intrudes on the basement.

A vent structure will be located at Yesler Way and Western Avenue, which will be a visual impact by introducing a new element into the Pioneer Square Historic District. It will be designed to be compatible with the surrounding buildings and will be reviewed by the Pioneer Square Preservation Board as required by the Pioneer Square Historic District ordinance (SMC 23.66). Another vent north of Union Street will adjoin the Pike Place Market Historic District, also introducing a new visual element that will be more evident with the removal of the viaduct. The vent structure on Spring Street will be located across from the historic National Building. These two structures will also be designed to be compatible with their surroundings and will be reviewed by the City Historic Preservation Officer under the City SEPA policies (SMC 25.05.657).

The Pioneer Square Historic District, Piers 54 through 59, and the buildings near the Seneca and Columbia Street ramps will all benefit from the removal of the viaduct and the ramp structures, as described above for the Tunnel Alternative.

This alternative will have a negative traffic impact in the Pioneer Square and waterfront areas. All traffic from the south to downtown destinations will exit at S. King Street, increasing traffic on First Avenue S. and Alaskan Way surface street. The vibrations could potentially damage the areaways, the fragile areas beneath the sidewalks adjacent to older buildings. Congestion and increased air pollution in both Pioneer Square and on the waterfront

could negatively impact businesses in those areas, which will make it more difficult for building owners to maintain their buildings properly. Refer to the EIS appendices on Transportation, Air Quality, and Noise and Vibration for further details (see Appendices C, Q, and F).

5.5.3 North Waterfront – Pike Street to Broad Street

No historic resources in this vicinity will be affected by this alternative.

Option: Existing SR 99 With Added Signals at Roy, Republican, and Harrison Streets

No historic resources in this vicinity would be affected by this option.

5.5.4 North – Battery Street Tunnel to Ward Street

No historic resources in this vicinity will be affected by this alternative.

Battery Street Tunnel Improvements

The only impact on historic resources in this segment will be on the National Register-eligible Battery Street Tunnel. It will receive fire and life safety improvements, including changes to the portals.

Widened Mercer Underpass

No historic resources in this vicinity will be affected by this alternative.

5.5.5 Seawall – S. King Street to Myrtle Edwards Park

Tunnel Wall and Rebuild

All alternatives will involve demolition of the existing seawall, which may be eligible for National Register listing. The completed seawall will have no impacts on historic resources.

5.6 Surface Alternative

With the Surface Alternative, two properties that may be eligible for listing in the National Register will be demolished for the project, the viaduct and the seawall. Another one may be demolished. One National Register structure, the Washington Street Boat Landing pergola, will be relocated. The 1 Yesler Building in Pioneer Square will also be relocated. Two properties eligible for listing will be modified, including the Battery Street Tunnel.

Of the buildings that lie within 50 feet of the project, approximately 38 are in the Pioneer Square Historic District. Three buildings are listed in the National Register, one is eligible for listing, and two are designated local landmarks. In addition, the waterfront piers, a potential historic district, are within 50 feet.

5.6.1 South – S. Spokane Street to S. King Street

SR 99 At-Grade With SR 519 Elevated Interchange

One building in the South segment that may be demolished has been determined eligible for listing in the National Register and meets Seattle landmark criteria. The building may potentially be used for project-related offices or other activities.

- 801 First Avenue S. (S-50) WOSCA Freight House

Other impacts from this alternative are the same as for the Rebuild, Tunnel, and Bypass Tunnel Alternatives.

Option: SR 99 At-Grade With SR 519 Interchange At-Grade

Under this option, one building that is potentially eligible for the National Register will be affected:

- The Bemis Building (S-34), which has been determined eligible for the National Register, will potentially have changes to its access, with no access off of S. Atlantic Street.

This option will have no additional impact on historic resources.

5.6.2 Central– S. King Street to Battery Street Tunnel

In the Central area between S. King Street and the Battery Street Tunnel, three National Register-listed structures will be directly affected:

- The Washington Street Boat Landing pergola (C-29) will be removed during construction and renovated. It will be replaced approximately 125 feet west of its current site.
- The 1 Yesler Way Building in the Pioneer Square Historic District may be acquired and relocated. A possible site would be the parking lot across the street to the north, which is of adequate size and is an appropriate context.
- The Alaskan Way Viaduct, which has been determined eligible for listing in the National Register, will be demolished under this alternative.

As explained in Appendix C, Transportation Discipline Report, traffic impacts in the Pioneer Square Historic District will be severe because of the congestion on Alaskan Way surface street and downtown north–south alternatives, especially those closest to Alaskan Way. As noted in Sec. 5.1.6 of the Transportation Discipline Report, it is assumed that the Surface Alternative will add two lanes of traffic on First Avenue S. through Pioneer Square.

The additional lanes would require strengthening the areaways, the historically significant spaces beneath the sidewalks that were initially created when the Pioneer Square streets were raised after the 1889 fire. The underground street walls, sidewalks, and adjacent building walls form the areaway structural system that supports the sidewalks and the streets. The reinforcement of the structural elements of the areaways could affect their historic qualities.

The areaways along First Avenue S. are of considerable importance historically and are also among the most vulnerable; most were constructed of brick between 1889 and 1900. Significant damage to these structural components could lead to failure, requiring closure of the street and/or sidewalk.

Vibrations from increased traffic could potentially damage the walls and ceilings of the areaways. Previous inspections and monitoring, along with the experience of the 2001 earthquake, have demonstrated that these structures are very vulnerable to damage from vibration. Damage would be more likely if buses and large trucks were allowed to operate along the curb lane, which is currently used for parking; this change would increase vibrations immediately above the street walls and areaways.

Due to the increased traffic on First Avenue S., street parking could possibly be eliminated to facilitate traffic movement. This could have a negative economic effect on business and building owners in Pioneer Square, and could threaten their economic viability and the long-term ability of the property owners to maintain their buildings properly.

Increased air pollution and congestion will especially impact those businesses that rely on outdoor seating areas for part of their revenue. This will threaten their economic viability and the long-term ability of the property owners to maintain their buildings properly.

5.6.3 North Waterfront – Pike Street to Broad Street

No historic resources in this vicinity will be affected by this alternative.

5.6.4 North – Battery Street Tunnel to Ward Street

Battery Street Tunnel Improvements

The only impact on historic resources in this segment will be on the National Register-eligible Battery Street Tunnel. It will receive fire and life safety improvements, including changes to the portals that may affect its historic significance.

Widened Mercer Underpass

Widening the Mercer Underpass will have no additional impact on historic resources.

Option: Existing SR 99 With Added Signals at Roy, Republican, and Harrison Streets

This option would have no additional impact on historic resources.

5.6.5 Seawall – S. King Street to Myrtle Edwards Park

Rebuild

All alternatives will involve demolition of the existing seawall, which may be eligible for National Register listing. The completed seawall will have no impacts on historic resources.

Chapter 6 CONSTRUCTION IMPACTS

Two types of effects on historic resources will occur due to construction. The first is direct physical impacts on the buildings, caused primarily by vibration during demolition or construction. The second and more widespread effect is indirect, due to noise, dust and mud, traffic congestion, construction traffic, loss of parking and limited access during construction. These impacts will occur to some degree at all locations where either demolition or construction occurs. Impacts will be greatest within approximately one block of the site (the Area of Potential Effect shown in Exhibit 2-1).

Direct impacts endanger the physical integrity of older buildings within fifty feet of certain construction activities. Impact pile driving can affect sensitive buildings at a greater distance. Indirect impacts that last over a long period of time can threaten the economic viability of a historic district or a particular building, as the prolonged loss of tenants and customers will threaten the owner's ability to maintain the building properly. See the EIS appendices for Air Quality, Transportation, Economics, and Noise and Vibration for further information on potential effects (see Appendices Q, C, P, and F).

Both the Pioneer Square and Pike Place Market Historic Districts depend on tourist and entertainment traffic, so lack of access can have notable economic impacts. The aftermath of the 2001 earthquake, which caused limited damage and road closures in Pioneer Square, showed that if the public believes that it will be difficult to reach an area, they are less likely to come, regardless of the reality. The economic loss to stores and restaurants was significant.

A prolonged period of construction could have long-term economic impacts on historic districts or individual buildings if building owners have difficulty restoring profitability and their ability to maintain their historic properties. Social impacts could occur in historic districts if a significant number of owners are forced to sell or long-time tenants are forced to vacate due to construction disruption.

6.1 Rebuild Alternative

6.1.1 South – S. Spokane Street to S. King Street

Vibration from demolition and construction near the First Avenue S. ramp may affect the southwest edge of the Pioneer Square Historic District, particularly the Triangle Building (S-57).

6.1.2 Central – S. King Street to Battery Street Tunnel

Vibration from construction could potentially affect older brick buildings adjacent to the structure, primarily those in the Pioneer Square Historic District along the Alaskan Way surface street between Jackson and Columbia Streets. These buildings include the Sturham Building (C-8), Our Home Hotel (C-18), the Boston Hotel (C-19), the OK Hotel (C-21), Seattle Image Setting (C-22), the Lutheran Compass Center (C-30), the Prudential Building (C-33), Old Firehouse Antiques (C-34) and the 1 Yesler Building (C-37), and Snowboard Connection (C-48). Unreinforced brick buildings are vulnerable to damage such as weakened mortar joints and fracturing of soft brick. See Appendix F, Noise and Vibration Discipline Report for further information on effects in comparison to the existing conditions.

Vibrations from work on the Columbia and Seneca Street ramps may affect the Polson (C-49), Journal (C-50), Grand Pacific (C-70), Olympic Warehouse (C-73), and Colman (C-56) Buildings, if construction activities are within fifty feet. Building occupants and customers will also be affected by noise, dust, and limited access, all of which could reduce economic viability and the ability of the owners to maintain the buildings in good condition. Piers 54 through 59 will be severely affected by viaduct construction as well as by seawall construction (described below); occupants will suffer from lack of access, noise, and air pollution. Pike Place Market could see similar, but less severe, impacts.

6.1.3 North Waterfront – Pike Street to Broad Street

No significant construction impacts are expected to historic resources in this area.

6.1.4 North – Battery Street Tunnel to Ward Street

No significant construction impacts are expected to historic resources in this area.

6.1.5 Seawall – S. King Street to Myrtle Edwards Park

Construction of the seawall will noticeably impact Piers 54 through 59 and their occupants. Vibrations from jet grouting could potentially damage the pier sheds or pier structures. Other impacts include exposure of building occupants to high levels of noise, dust and mud, prolonged limited access, and possible utility disruptions. These impacts will have an economic impact on the businesses, both retail and office, currently located on the piers.

The Pike Place Market and Pioneer Square will also be affected by seawall construction, with noise, dust, and congestion potentially reducing the

number of customers. Such disruption will potentially reduce building owners' ability to maintain their historical buildings properly. The Pike Place Market is particularly vulnerable to this disruption because its businesses rely on the availability of parking along the waterfront and on a strong connection with waterfront attractions such as the Seattle Aquarium.

The Washington Street Boat Landing pergola will be removed, so it will not be visible or usable during the construction period. Historical markers located on the waterfront guardrail will also be removed during construction, and will be replaced upon project completion.

The Old Spaghetti Factory (C-159), a brick building that is eligible for the National Register and meets Seattle landmark criteria, could potentially be damaged by vibration during seawall construction. The potential also exists for business disruptions due to prolonged reductions in access or other construction impacts, which could lead to closure of the restaurant and the abandonment and deterioration of the building.

6.2 Aerial Alternative

6.2.1 South – S. Spokane Street to S. King Street

Construction impacts from this alternative will be similar to those described above for the Rebuild Alternative (see Section 6.1.1).

6.2.2 Central – S. King Street up to the Battery Street Tunnel

Construction impacts from this alternative will be similar to those described above for the Rebuild Alternative (see Section 6.1.2).

Broad Street Detour

Diverting southbound SR 99 traffic onto Broad Street could lead to increased congestion that will limit access to the Seattle Center, which contains several National Register-eligible buildings (the Space Needle, the Pacific Science Center, and the Center House). As these businesses depend on tourists, access limitations could reduce their economic viability. The trestle used for the detour could have a visual impact on the Old Spaghetti Factory (C-159), which is eligible for the National Register. Construction of the trestle could have noise, vibration, or traffic impacts on the masonry building.

Option: Battery Street Flyover Detour

The primary effect of the temporary structure over the Art Institute would be visual, as it would cross above Belltown Lofts (C-112), a Seattle landmark, and the Compton Lumber Building (C-113), which is eligible for National Register

listing and meets Seattle landmark criteria. Noise, vibration, and access impacts could also occur during the construction of the temporary structure.

6.2.3 North Waterfront – Pike Street to Broad Street

Broad Street Detour

Construction impacts from this alternative will be similar to those described above for the Central area.

6.2.4 North – Battery Street Tunnel to Ward Street

Numerous historic buildings are clustered near the south end of the Battery Street Tunnel: the Hull Building (C-146), the Austin Bell Building (C-118), the Barnes Building (C-117), all of which are in the National Register, and the Oregon Hotel (C-116) and the Catholic Seamen's Club (C-119), which are eligible for listing and which meet Seattle landmark criteria. Those that are within 50 feet of construction activity could potentially suffer vibration impacts during nearby construction.

Other construction impacts from this alternative will be similar to those described above for the Central area.

6.2.5 Seawall – S. King Street to Myrtle Edwards Park

Construction impacts from seawall construction will be similar to those described above for the Rebuild Alternative (see Section 6.1.5).

6.3 Tunnel Alternative

6.3.1 South – S. Spokane Street to S. King Street

Construction impacts to buildings in the Spokane Street vicinity will be similar to those described above for the Rebuild Alternative (see Section 6.1.1). Noise and vibration from demolition of the First Avenue S. ramp may affect part of Pioneer Square, particularly the Triangle Building (S-57). The major impact will occur at the south end of Pioneer Square, with construction of the adjacent tunnel portal. This will have potential noise and vibration impacts, depending on construction techniques, as well as congestion, access, and construction traffic impacts. These will potentially have economic impacts on historic district businesses.

6.3.2 Central – S. King Street to Battery Street Tunnel

Construction of the vent structures will have some noise, vibration, and traffic impacts on nearby buildings, as will demolition of the Columbia and Seneca

Street ramps. The vent structures will be located on Western Avenue at Yesler Way and at Spring Street, and at the foot of Union Street.

Construction will have considerable impacts along the waterfront, including noise, access limitations, traffic congestion, and air pollution. This construction will not only affect the historic waterfront piers, but the Pike Place Market. Businesses in the market rely strongly on waterfront parking and the connection with waterfront attractions for their viability.

Broad Street Detour

Construction impacts from this alternative will be similar to those described above for the Aerial Alternative (see Section 6.2.2).

Option: Battery Street Flyover Detour

Construction impacts from this option would be similar to those described above for the Aerial Alternative (see Section 6.2.2).

6.3.3 North Waterfront – Pike Street to Broad Street

Broad Street Detour

Construction impacts from this alternative will be similar to those described above for the Aerial Alternative (see Section 6.2.2).

6.3.4 North – Battery Street Tunnel to Ward Street

Broad Street Detour

Construction impacts from this alternative will be similar to those described above for the Aerial Alternative (see Section 6.2.2).

6.3.5 Seawall – S. King Street to Myrtle Edwards Park

Construction impacts from seawall construction will be similar to those described above for the Rebuild Alternative (see Section 6.1.5).

6.4 Bypass Tunnel Alternative

6.4.1 South – S. Spokane Street to S. King Street

Construction impacts for this alternative will be similar to those described above for the Tunnel Alternative (see Section 6.3.1).

6.4.2 Central – S. King Street to Battery Street Tunnel

Construction impacts for this alternative will be similar to those described above for the Tunnel Alternative (see Section 6.3.2).

Broad Street Detour

Construction impacts from this alternative will be similar to those described above for the Aerial Alternative (see Section 6.2.2).

Option: Battery Street Flyover Detour

Construction impacts from this option would be similar to those described above for the Aerial Alternative (see Section 6.2.2).

6.4.3 North Waterfront – Pike Street to Broad Street

Broad Street Detour

Construction impacts from this alternative will be similar to those described above for the Aerial Alternative (see Section 6.2.2).

6.4.4 North – Battery Street Tunnel to Ward Street

Broad Street Detour

Construction impacts from this alternative will be similar to those described above for the Aerial Alternative (see Section 6.2.2).

6.4.5 Seawall – S. King Street to Myrtle Edwards Park

Construction impacts from seawall construction will be similar to those described above for the Rebuild Alternative (see Section 6.1.5).

6.5 Surface Alternative

6.5.1 South – S. Spokane Street to S. King Street

Construction impacts for this alternative will be similar to those described above for the Rebuild Alternative (see Section 6.1.1).

6.5.2 Central – S. King Street to Battery Street Tunnel

Broad Street Detour

Construction impacts from this alternative will be similar to those described above for the Aerial Alternative (see Section 6.2.2).

6.5.3 North Waterfront – Pike Street to Broad Street

Broad Street Detour

Construction impacts from this alternative will be similar to those described above for the Aerial Alternative (see Section 6.2.2).

Option: Existing SR 99 With Added Signals at Roy, Republican, and Harrison Streets

The Old Spaghetti Factory (C-159), a brick building that is eligible for the National Register and meets Seattle landmark criteria, could potentially be damaged by vibration during construction. The potential also exists for business disruptions due to prolonged reductions in access or other construction impacts, which could lead to closure of the restaurant and the abandonment and deterioration of the building.

6.5.4 North – Battery Street Tunnel to Ward Street

Broad Street Detour

Construction impacts from this alternative will be similar to those described above for the Aerial Alternative (see Section 6.2.2).

6.5.5 Seawall – S. King Street to Myrtle Edwards Park

Construction impacts from seawall construction will be similar to those described above for the Rebuild Alternative (see Section 6.1.5).

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Chapter 7 SECONDARY AND CUMULATIVE IMPACTS

7.1 Effects Common to All Alternatives

7.1.1 Secondary Impacts

Indirect effects are those effects that may be caused by a particular action but occur later or some distance away. Examples of these potential effects may include changes in land use, growth patterns, or the economy. Potential causes of such effects on historic resources could be changes in waterfront land use due to the removal of the viaduct structure and changes in economic activity in the downtown area because of traffic congestion. These are discussed below under the Rebuild, Tunnel, and Surface Alternatives.

7.1.2 Cumulative Impacts

Cumulative impacts on historic resources may occur in conjunction with other projects planned for the same vicinity as this project. While it is difficult to foresee future projects or their effects accurately, some possible cumulative impacts can be discussed. Potential plans for the waterfront, in conjunction with any of the alternatives, could substantially change the historic character of Pioneer Square and the central waterfront. Each of the projects mentioned here has, or will have, environmental documents discussing potential changes to historic resources.

- **Seattle Aquarium:** The Seattle Parks and Recreation Department and the Seattle Aquarium Society have proposed an expansion of their facility, incorporating Pier 59, a designated City of Seattle landmark, and the adjacent Waterfront Park. This development would alter the historic character of the waterfront, adding to other changes that may occur due to the viaduct project. Changes to Pier 59 must be approved by the Seattle Landmarks Preservation Board, which will also review other new construction along the central waterfront for compatibility with the area's existing character.
- **Colman Dock Ferry Terminal:** Washington State Ferries is considering various alternatives to increase parking capacity at Colman Dock and/or various upland sites near Pioneer Square. This project could potentially alter the historic character of the central waterfront, adding to any changes caused by the viaduct project. Construction is planned to be completed before construction on the viaduct project begins.

- **Mercer Street Corridor:** The City of Seattle is planning improvements along Mercer and Valley Streets in the South Lake Union area. Construction could potentially overlap with the start of construction on the viaduct project. This could potentially exacerbate the effects on historic buildings in the vicinity.
- **Terminal 46:** Private developers have proposed intensive development of Pier 46, which is owned by the Port of Seattle and is currently used as a container terminal. Specific plans for the development have not been developed. The current lease will expire in 2010, with a possible extension to 2015. Construction of this development could potentially overlap with viaduct construction. Concurrent construction could potentially have a negative impact on Pioneer Square, bringing traffic congestion and other construction impacts.
- **Seattle Monorail Project:** Cumulative construction impacts may occur with the Seattle Monorail Project, which expects to begin operation in 2009. Viaduct construction could potentially begin in 2008. Concurrent construction could have a negative impact on the Pioneer Square Historic District.
- **Other Development:** A total of 19 private developments throughout the downtown area are in various stages of the master use permit process. Another 17 projects have been proposed in the Belltown/Seattle Center area, and additional development is planned for South Lake Union. This new construction could add to the visual impact and change of character due to the viaduct's new structure. New buildings in the Pioneer Square and Pike Place Market Historic Districts must be approved by their respective historic review boards.

7.2 Rebuild Alternative

Seattle Monorail Project: The Rebuild and Aerial Alternatives will build on the visual impact of the Seattle Monorail Project, which is planning to construct an elevated structure in the Pioneer Square Historic District along Second Avenue three blocks east of the viaduct structure. The proposed alignment passes in front of the Smith Tower at Second Avenue and Yesler Way to King Street Station near Second Avenue and S. Jackson Street. The Rebuild Alternative will add a second aerial structure at the western edge of the historic district, similar to the existing viaduct. At viewpoints along east-west streets, this will potentially exacerbate the impact of the monorail structure.

7.3 Aerial Alternative

Cumulative impacts of this alternative will be similar to those described above for the Rebuild Alternative.

7.4 Tunnel Alternative

The Tunnel and Bypass Tunnel Alternatives will potentially enhance the viability of downtown Seattle, the waterfront, and Pioneer Square by making them more attractive places to work, live, and visit. Removal of the viaduct structure will open up the area now occupied by dark, unattractive surface parking to new uses such as promenades, performance spaces, outdoor cafes, and recreational areas. This dramatic change will lead to building alterations and changes of use in the historic buildings along Alaskan Way. Many of these structures were constructed in relation to the railroads and shipping piers that originally lined the waterfront, and their west facades feature loading docks and blank walls. With increased public activity along the waterfront, owners may seek to adapt their buildings to new uses, such as stores and restaurants.

Any such changes to historic buildings will have to be approved by the Pioneer Square Preservation Board (within that historic district), the Seattle Landmarks Preservation Board (for City-designated landmarks), or the Pike Place Market Historical Commission (for buildings in that historic district). The Landmarks Board also has an advisory role in reviewing changes to buildings on the central waterfront. However, the potential changes on the waterfront place those buildings that are not designated landmarks at risk of demolition or of significant alteration that would diminish their historic character. This includes Piers 54 through 57, which are historically significant as a group but are not designated landmarks.

Increased prosperity can also threaten historic buildings due to greater demand for new construction. Strong protective legislation and incentives will be needed to ensure that increased economic activity can enhance the preservation and restoration of historic buildings.

7.5 Bypass Tunnel Alternative

Cumulative impacts of this alternative will be similar to those described above for the Tunnel Alternative.

7.6 Surface Alternative

The Surface Alternative will also open up the waterfront, but will potentially increase traffic congestion through much of the downtown area and make

access to businesses more difficult. This could potentially reduce the viability of businesses, including those in historic buildings throughout downtown and in the International District, which is a historic district.

This alternative will considerably change traffic patterns and increase congestion throughout the western portion of downtown Seattle. Potential secondary impacts could include the gradual decline of the downtown area, including Pioneer Square and Pike Place Market. This could occur if traffic congestion and access become so difficult that people avoid the area for shopping. This decline could affect historic buildings by making it more difficult for owners to maintain them properly, leading to demolition by neglect. Refer to Appendix C, Transportation Discipline Report and Appendix P, Economic Technical Memorandum for further information.

No specific cumulative impacts have been identified for this alternative.

Chapter 8 OPERATIONAL MITIGATION

8.1 Mitigation Common to All Alternatives

Mitigation is an accommodation, modification, or additional action taken to avoid or minimize an adverse impact caused by a project. Further development of mitigation measures will be closely coordinated with the FHWA, the WSDOT Cultural Resources Coordinator, the Seattle Historic Preservation Officer, and the Washington State Historic Preservation Officer. These mitigation approaches will then be the basis for discussion leading to a Section 106 Memorandum of Agreement or Programmatic Agreement among these parties in order to ensure that historic resources are adequately protected.

Potential mitigation measures to be considered include, but are not limited to, the following:

- Design project elements, including vent structures and ramps, to minimize visual impacts on historic buildings.
- Relocate or alter historic buildings as an alternative to demolition when possible.
- Ensure that alterations to historic buildings do not affect the use or significance of the buildings.
- Document any historic properties to be demolished (including the viaduct and the seawall) to Historic Architectural Building Survey/Historic Architectural Engineering Record standards.
- Prepare multiple property landmark nominations to document and protect nearby historic resources, such as the apartments, industrial structures, and film distribution buildings in Belltown.
- Prepare interpretive materials and displays to explain the history of the waterfront.

8.2 Rebuild Alternative

Potential mitigation measures to be considered include, but are not limited to, the following:

- Design the facility, including ramps and vent structures, to minimize visual impacts in historic areas.
- Alter the location of the structure itself or of specific elements such as structural supports to minimize effects on historic buildings.
- Use best practices, such as noise walls or other methods, to reduce traffic noise.

8.3 Aerial Alternative

Mitigation measures for this alternative are similar to those described above for the Rebuild Alternative.

8.4 Tunnel Alternative

Potential mitigation measures to be considered include, but are not limited to, the following:

- Ensure that the location and design of the tunnel portals and vent structures are compatible with historic resources.
- Ensure that building modifications in historic buildings do not affect the historic significance or use of the buildings.

8.5 Bypass Tunnel Alternative

Mitigation measures for this alternative are similar to those described above for the Tunnel Alternative.

8.6 Surface Alternative

The Surface Alternative has specific effects on Pioneer Square that are difficult to mitigate, particularly the traffic impacts. Some possible mitigation measures could include, but are not limited to, the following:

- Monitor the buildings and areaways for vibration impacts (before, during, and after construction) and reinforce them to prevent damage. The monitoring program should determine vibration vulnerabilities prior to construction and operation, so that the appropriate reinforcing mitigation can be implemented. Vibration levels and the duration of the 2001 earthquake provide baseline data to assess potential effects and to identify appropriate preservation measures for mitigating the effects of prolonged vibration. The reinforcement must be done in compliance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.
- Provide off-site parking and shuttles to mitigate the loss of on-street parking.
- Support historic restoration projects, public space improvements, or other projects to mitigate significant adverse impacts.

Chapter 9 CONSTRUCTION MITIGATION

Construction impacts are generally similar for all the alternatives: noise and vibration, dust and mud, traffic congestion, limited access, and the economic effects due to these conditions. Of particular concern is the potential impact of long-term construction on historic neighborhoods (especially Pioneer Square, the Pike Place Market, and the central waterfront). This could result in the loss of their distinctive characters and economic base. Further development of mitigation measures will be closely coordinated with the FHWA, the WSDOT Cultural Resources Coordinator, the Seattle Historic Preservation Officer, and the Washington State Historic Preservation Officer. These mitigation approaches will then be the basis for discussion leading to a Section 106 Memorandum of Agreement among these parties in order to ensure that historic resources are adequately protected during construction.

Mitigating measures that specifically address this concern include the following:

- Provide assistance such as support for neighborhood marketing programs to encourage people to continue to shop in the area. Use of the Broad Street Detour will mean that the Seattle Center should be included in the marketing efforts.
- Provide assistance to the most heavily affected building owners or businesses in historic buildings to ensure their continued ability to maintain the structure properly.
- Support related projects to improve the neighborhoods affected by construction, such as public space improvements, clean-up programs, or restoration of specific historic features.
- Schedule construction in key areas such as Pioneer Square to minimize impacts on tourism and peak shopping periods.
- Provide alternative parking where parking is lost due to construction.
- Provide a contingency fund to repair any damage to historic buildings that occurs during construction.

Other potential mitigation measures include, but are not limited to, the following:

- Monitor the buildings and areaways within fifty feet of construction for vibration impacts (before, during, and after construction) and reinforce them to prevent damage. The monitoring program should determine vibration vulnerabilities prior to construction and operation, so that the appropriate reinforcing mitigation can be

implemented. Vibration levels and the duration of the 2001 earthquake provide baseline data to assess potential effects and to identify appropriate preservation measures for mitigating the effects of prolonged vibration. The reinforcement must be done in compliance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

- Restrict pile driving within 200 feet of sensitive structures.
- Reduce the construction period or adjust the staging of construction to reduce construction impacts, particularly to allow for seasonal fluctuations.
- Use best practices to control noise, including using the quietest possible equipment and techniques and constructing noise walls or other barriers to block noise from historic buildings.
- Use best practices to control air pollution and mud.
- Minimize construction traffic in historic areas.
- Provide clear detours and alternate routes and avoid, whenever possible, placing detour routes through historic areas.
- Ensure continued access to stores, offices, and residences, such as by providing bridges over the construction area to reach the waterfront piers.
- Minimize disruptions of utility service in historic areas during construction.
- Develop a communications program to keep those in historic districts and in other historic buildings informed about construction issues. Elements of this program could include, for example, a newsletter, a telephone hotline, and/or regular meetings with historic district organizations and building owners.

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ATTACHMENT A

**Inventory of Buildings 40 or More Years Old
within the Area of Potential Effect**

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Exhibit A-1

SR 99: ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT

HISTORIC RESOURCES: Inventory of Buildings 40 or More Years Old Within the Area of Potential effect 3/1/2004

This table shows all the identified buildings in the project area that were built in 1963 or earlier. It indicates their historical designation and direct impacts (demolition, relocation, or alteration) for each of the five Build Alternatives. Buildings are listed generally from south to north. The buildings listed are within approximately one block of the project; those that are closest, within 50 feet of the project footprint, are labeled. Numbers are keyed to Exhibits 2-2, 2-3, and 2-4, which show the locations of affected historic properties. Recommendations regarding eligibility for the National Register are subject to agency concurrence. Eligibility for Seattle landmark designation can be confirmed only by the Seattle Landmarks Preservation Board.

Abbreviations: NR = National Register; SL = Seattle Landmark; PSHD = Pioneer Square Historic District;
PSPD = Pioneer Square Preservation District (local); PPMHD = Pike Place Market Historic District

South Segment (S. Spokane St. to S. King St.)

#	Address	Current Name (Historic Name)	Historical Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
S1	3628 E. Marginal Way S.	Australian Ltd. Sheepskin	Not eligible					
S2	3616 E. Marginal Way S.	Signal Equipment	Not eligible					
S3	3623 E. Marginal Way S.	Praxair	Not eligible					
S4	3600 E. Marginal Way S.	Alaskan Copper Works	Not eligible					
S5	3600 E. Marginal Way S.	Alaskan Copper Works/Eagle Brass Foundry	Not eligible					
S6	3625 1 st Ave. S.	Rainier Cold Storage/E&E Foods	Not eligible					
S7	45 S. Spokane St.	Irish Foundry	Not eligible					Demolish
S8	49 S. Spokane St	Lindmark Machine Works	Not eligible					Demolish
S9	60 S. Spokane St	King County Warehouses	Not eligible					
S10	99 S. Spokane St.	Buffalo Industries (west building)	Not eligible					
S11	3440 E. Marginal Way S.	ILWU	Not eligible					Demolish
S12	3430 E. Marginal Way S.	Buffalo Industries	Not eligible					Demolish

South Segment (S. Spokane St. to S. King St.) (continued)

#	Address	Current Name (Historic Name)	Historical Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
S13	3420 E. Marginal Way S.	Buffalo Industries	Not eligible					Demolish
S14	3407 E. Marginal Way S.	Rainier Cold Storage	Not eligible					
S15	3429 Colorado Ave. S.	Warehouse	Not eligible					Demolish
S16	2 S. Horton St.	Cargill Corn Milling (2 buildings)	Not eligible					Demolish
S17	25 S. Horton St.	Port Maintenance	Not eligible					Demolish
S18	65 S. Horton St.	PSF Industries	Determined not eligible NR					
S19	79 S. Horton St.	Markey Machinery	Determined eligible NR; eligible SL					
S20	3201 Utah Ave. S.	Dong Vinh Inc.	Determined not eligible NR					
S21	26 S. Hanford St.	vacant warehouse	Not eligible	Demolish		Demolish	Demolish	Demolish
S22	25 S. Hanford St.	Hanford Center	Not eligible					Demolish
S23	35 S. Hanford St.	Seattle Pottery	Not eligible					Demolish
S24	66 S. Hanford St.	Ederer	Not eligible					
S25	2963 S. Utah St.	St. Vincent de Paul	Determined not eligible NR					
S26	2959 S. Utah St.	All Metals Fabricators	Determined not eligible NR					
S27	2937 S. Utah St.	Ederer	Determined not eligible NR					
S28	2935 S. Utah St.	Washington Chain & Supply	Determined not eligible NR					
S29	2916 S. Utah St.	Washington Chain & Supply	Determined not eligible NR					
S30	2901 S. Utah St.	Washington Chain & Supply	Determined not eligible NR					

South Segment (S. Spokane St. to S. King St.) (continued)

#	Address	Current Name (Historic Name)	Historical Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
S31	1526 1 st Ave. S.	Emerald Market Supply	Not eligible					
S32	1518 1 st Ave. S.	Bogart Golf (Frederick & Nelson Warehouse)	Determined eligible NR ; eligible SL					
S33	1701 E. Marginal Way S.	Port of Seattle	Not eligible	w/in 50'		w/in 50'	w/in 50'	w/in 50'
S34	55-65 S. Atlantic St.	Bemis Building	Determined eligible NR; eligible SL	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
S35	72 S. Atlantic St.	Fortune Transfer	Determined not eligible NR	w/in 50'	Demolish	w/in 50'	w/in 50'	w/in 50'
S36	85 S. Atlantic St.	Pacific Commercial Building	Determined not eligible NR	w/in 50'		w/in 50'	w/in 50'	w/in 50'
S37	1251 1 st Ave. S.	Carpet Exchange	Not eligible	w/in 50'	Alter	w/in 50'	w/in 50'	w/in 50'
S38	1201 1 st Ave. S.	Pyramid Alehouse	Not eligible	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
S39	1531 Utah Ave. S.	Office Furniture Solutions	Not eligible	w/in 50'		w/in 50'	w/in 50'	w/in 50'
S40	Pier 36	U.S. Coast Guard	Determined not eligible NR	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
S41	1041 1 st Ave. S.	Garry Manufacturing (Westinghouse Warehouse)	Determined not eligible NR	Demolish	Demolish	Demolish	Demolish	Demolish
S42	1028 1 st Ave. S.	(Maginnis Bottling Works)	PSPD					
S43	1020-22 1 st Ave. S.	E. O. Graves Building	Determined eligible NR; PSPD					
S44	1014 1 st Ave. S.	Olympic Reprographics (M. F. Backus Warehouse)	Determined eligible NR; PSPD					
S45	1000 1 st Ave. S.	A. L. Palmer Building	Determined eligible NR; PSPD					
S46	904 1 st Ave. S.	Artists' Gallery of Seattle	PSPD					

South Segment (S. Spokane St. to S. King St.) (continued)

#	Address	Current Name (Historic Name)	Historical Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
S47	902 1 st Ave. S.	Worldwide Marble & Granite/Accufab Metal Works	PSPD					
S48	900 1 st Ave. S.	Roebeling Building	Determined eligible NR; PSPD					
S49	820 1 st Ave. S.	Coast Environmental Systems (International News Building)	PSPD		w/in 50'	w/in 50'	w/in 50'	w/in 50'
S50	801 1 st Ave. S.	WOSCA (Oregon & Washington RR Freight Station/Union Pacific House)	Determined eligible NR; eligible SL	Demolish (potential)	Demolish (potential)	Demolish (potential)	Demolish (potential)	Demolish (potential)
S51	590 1 st Ave. S./ 589 Occidental Ave. S.	Seattle Plumbing Company	PSHD		w/in 50'	w/in 50'	w/in 50'	w/in 50'
S52	568 1 st Ave. S.	Provident Building	PSHD		w/in 50'	w/in 50'	w/in 50'	w/in 50'
S53	79 S. Dearborn St.	OR & WA Freight Shed	Determined not eligible NR	Demolish	Demolish	Demolish	Demolish	Demolish
S54	90 S. Dearborn St.	Trager Outfitters	Determined not eligible NR	Demolish	Demolish	Demolish	Demolish	Demolish
S55	562 1 st Ave. S.	The Copy Machine (Bornstein's & Sons)	PSHD					
S56	558 1 st Ave. S.	Fobes Supply Co.	PSHD					
S57	551 1 st Ave. S.	Triangle Hotel	NR, PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
S58	548 1 st Ave. S.	Nordic Cold Storage Building	PSHD					
S59	541 1 st Ave. S.	Duncan & Sons	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
S60	542 1 st Ave. S.	Nordic Building	PSHD					
S61	538 1 st Ave. S.	Sluggers (Kaufman Warehouse)	PSHD					
S62	526 1 st Ave. S.	Florentine Condominiums	PSHD					
S63	500 1 st Ave. S.	101 King Street (Norfin Building)	PSHD					

South Segment (S. Spokane St. to S. King St.) (continued)

#	Address	Current Name (Historic Name)	Historical Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
S64	501 1 st Ave. S.	Seattle Physical Therapy (Seattle Hardware Annex)	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
S65	83 S. King St.	83 King Street (Seattle Hardware Co.)	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
S66	83 S. King St.	Garage	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'

Central Segment (South King St. to North End of Battery Street Tunnel)

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
C1	Alaskan Way	Alaskan Way Seawall	Eligible NR	Demolish	Demolish	Demolish	Demolish	Demolish
C2	Alaskan Way Viaduct	Alaskan Way Viaduct	Determined eligible NR	Demolish	Demolish	Demolish	Demolish	Demolish
C3	S. Main St. to Bell St.	Burlington Northern Railway Tunnel	Determined eligible NR	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C4	410 Alaskan Way S.	Merrill Place Garage	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C5	419 1 st Ave. S.	Merrill Place (Hambach Building)	PSHD					w/in 50'
C6	411 1 st Ave. S.	Merrill Place (M. Seller Building)	PSHD			w/in 50'		w/in 50'
C7	401 1 st Ave. S.	Merrill Place (Schwabacher Hardware Co.)	PSHD			w/in 50'		w/in 50'
C8	304 Alaskan Way South	Otto Sturham & Sons	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C9	79 S. Jackson St.	Merrill Place	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C10	84 S. Jackson St.	Pioneer Square Garage	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C11	80 S. Jackson St.	80 S. Jackson Condo (Steinberg Building)	PSHD					w/in 50'
C12	321 1st Ave. S.	Smith Building	PSHD					w/in 50'
C13	317 1st Ave. S.	Squire Building	PSHD					w/in 50'
C14	313 1st Ave. S.	Hotel Crown	PSHD					w/in 50'
C15	309 1st Ave. S.	Maud Building	PSHD					w/in 50'
C16	301 1st Ave. S.	Bread of Life Mission	PSHD					w/in 50'
C17	201 Alaskan Way South	Pier 48	Not eligible	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C18	75 S. Main St.	Our Home Hotel	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C19	76 S. Main St.	Boston Hotel	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C20	80 S. Main St.	Argens Safe & Lock Co.	PSHD					w/in 50'

Central Segment (South King St. to North End of Battery Street Tunnel) (continued)

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
C21	212 Alaskan Way S.	OK Hotel	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C22	210 Alaskan Way S.	Seattle Image Setting (People's Supply Company)	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C23	217-19 1 st Ave. S.	New England Hotel	PSHD					w/in 50'
C24	213 1 st Ave. S.	Rugs & Arts of Asia	PSHD					w/in 50'
C25	211 1 st Ave. S.	Lucky Hotel	PSHD					w/in 50'
C26	209 1 st Ave. S.	Larry's (Marathon Building)	PSHD					w/in 50'
C27	207 1 st Ave. S.	Skagit Hotel	PSHD					w/in 50'
C28	201-205 1st Ave. S.	J&M Hotel & Café	PSHD					w/in 50'
C29	foot of Washington St.	Washington St. Boat Landing	NR, PSPD	Relocate	Relocate	Relocate	Relocate	Relocate
C30	77 S. Washington St.	Lutheran Compass Center	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C31	81 S. Washington St.	St. Charles Hotel	PSHD					w/in 50'
C32	72 S. Washington St.	Seattle Publishing	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C33	114 Alaskan Way S.	Prudential Building	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C34	110 Alaskan Way S.	Old Firehouse Antiques	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C35	117 1 st Ave.	Maynard Building	PSHD					
C36	109-115 1 st . Ave.	Terry-Denny Lofts (Northern Hotel)	PSHD					
C37	1 Yesler Way	1 Yesler Building	PSHD	w/in 50'	w/in 50'	Relocate (potential)	Relocate (potential)	Relocate (potential)
C38	75 Yesler Way	Pioneer Square Hotel	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C39	76-84 Yesler Way/ 611 Post	Trattoria Mitchell (Travelers Hotel)	PSHD					w/in 50'
C40	90 Yesler Way	606 Post (Post Hotel)	PSHD					
C41	95 Yesler Way	Yesler Building	PSHD					
C42	93 Yesler Way/ 103 1st Ave. S.	Schwabacher Building	PSHD					

Central Segment (South King St. to North End of Battery Street Tunnel) (continued)

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
C43	619 Post	Seattle Steam	PSHD					
C44	92-94 Yesler Way	Mutual Life Building	PSHD					
C45	625 1 st Ave.	Flavor of India (Pioneer Drug Company)	PSHD					
C46	627 1st Ave.	Yam Oriental Rugs (Totem Loan)	PSHD					
C47	102-110 Cherry St.	Scheuerman Building	PSHD					
C48	619 Western Ave.	Antique Importers/Snowboard Connection	PSHD	w/in 50'	w/in 50'	Alter	Alter	w/in 50'
C49	61 Columbia St.	Polson Building	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C50	83 Columbia St.	Journal Building	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C51	723 1 st Ave.	US Bank	PSHD	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C52	705 2 nd Ave.	Hoge Building	NR, SL					
C53	801 Alaskan Way	Piers 52/53 (Colman Dock)	Not eligible					
C54	809 Western Ave.	Commuter Building Garage	Not eligible	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C55	815 Western Ave.	Commuter Building	Not eligible	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C56	801-821 1st Ave.	Colman Building	NR, SL	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C57	801 2 nd Ave.	Norton Building	Eligible NR; eligible SL					
C58	815 2 nd Ave.	Key Bank (Bank of California)	SL; determined eligible NR					
C59	821 2 nd Ave.	Exchange Building	SL, determined eligible NR					
C60	925 Alaskan Way	Fire Station	Not eligible	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C61	911 Western Ave.	Maritime Building	Eligible NR; eligible SL	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C62	901 1st Ave.	Federal Office Building	NR; eligible SL					
C63	1001 Alaskan Way	Pier 54	Eligible NR district	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'

Central Segment (South King St. to North End of Battery Street Tunnel) (continued)

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
C64	1000-1024 Western Ave.	National Building	NR, SL					
C65	1001-1011 1 st Ave.	Alexis Hotel (Globe Building)	NR, SL					
C66	1013 1 st Ave.	Beebe Building	NR, SL					
C67	1019-1023 1 st Ave.	Hotel Cecil	NR, SL					
C68	1101 Alaskan Way	Pier 55	Eligible NR district	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C69	1107 1 st Ave. (94-96 Spring St.)	Watermark Tower (Colman Building)	SL; determined not eligible NR					
C70	1115-1117 1 st Ave.	Grand Pacific Hotel	NR, SL	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C71	1123 1 st Ave.	Colonial Hotel	NR, SL	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C72	1201 Alaskan Way	Pier 56	Eligible NR district	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C73	1203-1207 Western Ave.	Amgen/Immunex (Olympic Warehouse)	NR, SL	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C74	51 University St.	Amgen/Immunex	Not eligible	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C75	1206 1st Avenue	Freedman's Loans/Money Mart	Not eligible					
C76	1208 1st Avenue	Young's Grocery	Not eligible					
C77	1212 1st Avenue	Main Street Music	Not eligible					
C78	1216-1222 1 st Avenue	Porter-Davis/Benham Studio (Diller Hotel)	Eligible NR; eligible SL					
C79	1201-1211 2 nd Ave.	Seneca Building	Determined not eligible NR					
C80	1215 2 nd Ave.	Galland Building	Determined not eligible NR					
C81	1301 Alaskan Way	Pier 57	Eligible NR district	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C82	1319 Western Ave.	Seattle Steam	Not eligible	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C83	55 Union St.	Shurgard Storage	Not eligible	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C84	84 Union St.	U. S. Immigration Building	NR, SL					

Central Segment (South King St. to North End of Battery Street Tunnel) (continued)

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
C85	1483 Alaskan Way	Pier 59/Aquarium	SL; eligible NR district	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C86	1401 Western Ave.	Antique Warehouse	Not eligible	w/in 50'	w/in 50'	Demolish	Demolish	w/in 50'
C87	1414 Alaskan Way	Market Square	Not eligible	w/in 50'	w/in 50'	Alter	Alter	w/in 50'
C88	1426 Alaskan Way	Bakun Building	Not eligible	Demolish	Demolish	Demolish	Demolish	Demolish
C89	1501 Western Ave.	Madore Building	Not eligible				Alter	
C90	1507 Western Ave.	Fix Building	Determined eligible NR; eligible SL					
C91	1527-31 Western Ave.	Heritage House/garage	PPMHD (local) Not eligible NR					
C92	1501 Pike Place	Pike Place Market	PPMHD					
C93	86 Pine St.	Inn at the Market	PPMHD					
C94	1900 Pike Place	Stewart House	PPMHD					
C95	1912 Pike Place	Starbucks Coffee	PPMHD					
C96	1924 Pike Place	Soames Dunn Building	PPMHD					
C97	1928 Pike Place	Champion Building	PPMHD					
C98	1930 Pike Place	Pike & Virginia Building	PPMHD					
C99	1901 1 st Ave.	Fairmount Apartments	PPMHD					
C100	1915 1 st Ave.	Alaska Trade Building	NR, PPMHD					
C101	1921 1 st Ave.	KCM (Butterworth Building)	NR, PPMHD					
C102	1931 1 st Ave.	Livingston Baker Apartments	PPMHD					
C103	2108 Western Ave.	Seattle Art Inc.	Not eligible					
C104	2116 Western Ave.	Elliott Bay Bicycles	Not eligible					
C105	2101-2105 1 st Ave.	Guiry Hotel	NR, SL					
C106	2111 1 st Ave.	Schillestad Building	NR, SL					
C107	2200 Western Ave.	It's Gotta Go (Union Livery Stable)	Not eligible NR; eligible SL					

Central Segment (South King St. to North End of Battery Street Tunnel) (continued)

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
C108	2218 Western Ave.	Club Medusa	Not eligible				w/in 50'	
C109	2205 1 st Ave.	Lewiston Hotel	Determined eligible NR ; eligible SL					
C110	2207 1 st Ave.	Scargo Hotel	Determined eligible NR; eligible SL					
C111	2225 1 st Ave.	Apex Hotel	Eligible NR group					
C112	66 Bell St./ 2307 Western Ave.	Belltown Lofts	SL; not eligible NR	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C113	2315 Western Ave.	Compton Lumber Company	Eligible NR, eligible SL		w/in 50'	w/in 50'	w/in 50'	w/in 50'
C114	2333 Western Ave.	vacant	Not eligible					
C115	2300 1 st Ave.	Endless Knot (Douglas Hotel)	Eligible NR group					
C116	2301-05 1 st Ave.	Oregon Hotel	Determined eligible NR; eligible SL	w/in 50'	w/in 50'	w/in 50'	w/in 50'	
C117	2320 1 st Ave.	Barnes Building	NR, SL					
C118	2326 1 st Ave.	Austin Bell Building	NR, SL					
C119	2330 1 st Ave.	Catholic Seamen's Club (Paramount Studios)	Eligible NR; eligible SL		Alter interior	Alter interior	Alter interior	Alter interior
C120	2301 2 nd Ave.	Noel House	Not eligible					
C121	2304 2 nd Ave.	Speakeasy	Not eligible					
C122	2311-15 2 nd Ave.	Wasabi Bistro	Not eligible					
C123	2312-16 2 nd Ave.	Roq la Rue Gallery	Eligible NR; eligible SL					
C124	2320 2 nd Ave.	Rendezvous	Not eligible					
C125	2321-23 2 nd Ave.	Sports Specialties/Card Café	Not eligible					
C126	2324-26 2 nd Ave.	Suyama Architects	Not eligible					

Central Segment (South King St. to North End of Battery Street Tunnel) (continued)

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
C127	2327 2 nd Ave.	William Tell Hotel	Determined eligible NR; eligible SL					
C128	2331 2 nd Ave.	Blu Canary (MGM/Loew's)	Eligible NR; Eligible SL					
C129	2330-34 2 nd Ave.	Marrakesh	Not eligible		Alter interior	Alter interior	Alter interior	Alter interior
C130	2313 3 rd Ave.	Matt Talbot Center	Not eligible					
C131	2314 3 rd Ave.	Pacific Publishing	Not eligible					
C132	2323 3 rd Ave.	Binder Products	Not eligible					
C133	2330 3 rd Ave.	John L. Scott Real Estate	Not eligible					
C134	2333 3 rd Ave.	Masters, Mates & Pilots	Not eligible	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C135	304 Bell St.	Adams Apartments	Eligible NR group					
C136	314 Bell St.	vacant	Not eligible					
C137	2302 4 th Ave.	Franklin Apartments	Eligible NR group; eligible SL					
C138	2306 4 th Ave.	Seattle Micro	Not eligible					
C139	2315 4 th Ave.	Two Bells	Eligible NR; Eligible SL					
C140	2321 4 th Ave.	Fleming Apartments	NR district/group; eligible SL					
C141	2325 4 th Ave.	Women's Referral Center	Not eligible					
C142	2334 4 th Ave.	Fire Station #2	SL, determined eligible NR					
C143	2326 6 th Ave.	Antioch University	Not eligible					
C144	2331 7 th Ave.	Midas	Not eligible					
C145	2411 Alaskan Way	Edgewater Hotel	Not eligible					
C146	2401 1 st Ave.	Hull Building	NR, SL		w/in 50'	w/in 50'	w/in 50'	w/in 50'

Central Segment (South King St. to North End of Battery Street Tunnel) (continued)

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
C147	2407 1 st Ave.	Low Income Housing Institute	Not eligible					
C148	2419 1 st Ave.	Ace Hotel (Glaser Building)	Eligible NR group; eligible SL					
C149	2402 2 nd Ave.	Lexington-Concord Apartments	Eligible NR group; eligible SL	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C150	2412-16 2 nd Ave.	Windermere Real Estate	Not eligible					
C151	2418-20 2 nd Ave.	Windermere Real Estate	Not eligible					
C152	2400 3 rd Ave.	vacant	Not eligible					
C153	2401 3 rd Ave.	US Bank	Not eligible		Alter interior	Alter interior	Alter interior	Alter interior
C154	206 Broad St.	KIRO	Not eligible					
C155	2501 Elliott Ave./ 10 Wall	Skyway Luggage	Eligible NR; eligible SL					
C156	2611 Alaskan Way	Pier 69	Not eligible	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C157	2601 Elliott Ave.	Real Networks (American Can Company)	Determined not eligible NR	w/in 50'				
C158	2801 Alaskan Way	Pier 70	Not eligible	w/in 50'	w/in 50'	w/in 50'	w/in 50'	w/in 50'
C159	2800 Elliott Ave. W.	Old Spaghetti Factory	Eligible NR; eligible SL					
C160	2800 1 st Ave.	Labor Temple	Eligible NR; eligible SL					
C161	2800 3 rd Ave./325 Denny	Wells Fargo Bank	Determined not eligible NR					
C162	2934 Western Ave.	Bavarian Meats	Not eligible					
C163	2905 1 st Ave.	Bremer Apartments	Eligible NR group					
C164	2933 2 nd Ave.	Windermere Apartments	Eligible NR group; eligible SL					
C165	307 Broad St.	Car Toys	Not eligible					

Central Segment (South King St. to North End of Battery Street Tunnel) (continued)

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
C166	3031 Western Ave.	garage	Not eligible					
C167	3104 Western Ave.	Grange Headquarters	Not eligible					
C168	3131 Elliott Ave.	Northwest Work Lofts	Not eligible					
C169	87 Wall St.	EH&S	Not eligible					
C170	521 Wall St.	Group Health (Seattle Post-Intelligencer)	Determined not eligible NR		Alter interior	Alter interior	Alter interior	Alter interior
C171	616 Battery St.	Elephant Car Wash	Not eligible					

North (North end of Battery St. Tunnel to Ward St.)

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
N1	200 2 nd Ave. N.	Pacific Science Center	Eligible NR; eligible SL					
N2	204 Denny Way	Frol Building	Determined not eligible NR					
N3	351 Denny Way	Unocal Station	Determined not eligible NR					
N4	400 Broad St.	Space Needle	SL; determined eligible NR					
N5	407 Broad St.	Caffe Appassionato	Not eligible					
N6	206 5 th Ave. N.	Zak's Saloon	Determined not eligible NR					
N7	505 Harrison St.	Polly Esther's	Determined not eligible NR		w/in 50'			w/in 50'
N8	500 Mercer St.	Tower Records	Determined not eligible NR					
N9	605 5 th Ave. N.	Auditorium Apartments	Determined eligible NR; eligible SL					
N10	223 Taylor Ave. N.	Time Warner Telecom	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N11	319 Taylor Ave. N.	Seattle City Light Broad St. Substation	Determined eligible NR; eligible SL		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N12	333 Taylor Ave. N.	Adler Giersch	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N13	120 6 th Ave. N.	Seattle Housing Authority	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N14	200 6 th Ave. N.	Travelodge	Not eligible					
N15	201 6 th Ave. N.	Space Needle Corporation	Not eligible					

North (North end of Battery St. Tunnel to Ward St.) (continued)

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
N16	605 Thomas St./ 230 6 th Ave. N.	Bianchi Law Firm	Not eligible		w/in 50'	w/in 50'		
N17	211 6 th Ave. N.	Washington Bankers Association	Not eligible					
N18	330 6 th Ave. N.	AAA Washington	Not eligible		w/in 50'	w/in 50'		
N19	609 Thomas St.	Casa del Rey	Not eligible		w/in 50'	w/in 50'		
N20	708 6 th Ave. N.	Midori Inc.	Not eligible					
N21	810 6 th N./602 Valley St.	Horizon Church	Not eligible					
N22	822 6 th Ave. N.	Triplex	Not eligible					
N23	614 Valley St.	Duplex	Not eligible					
N24	615 Valley St.	Valley House	Not eligible					
N25	622 Valley St.	Horizon Church Recreation Center	Not eligible					
N26	902 6 th Ave. N.	Duplex	Not eligible					
N27	910 6 th Ave. N.	Single family residence	Not eligible					
N28	920 6 th Ave. N.	Apartment building	Not eligible					
N29	606 Aloha St.	Single family residence	Not eligible					
N30	615 Aloha St.	Single family residence	Not eligible					
N31	1000 6 th Ave. N.	Single family residence	Not eligible					
N32	608 Ward St.	Single family residence	Not eligible					
N33	600 Denny Way	Greg's Japanese Auto	Not eligible					
N34	225 Aurora Ave. N.	Seattle Inn	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N35	232 Aurora Ave. N.	Publishers Mailing Service	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N36	301 Aurora Ave. N.	Seattle Diner	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N37	320 Aurora Ave. N.	King Broadcasting	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N38	325 Aurora Ave. N.	Vagabond Inn	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N39	408 Aurora Ave. N.	Clark Construction Co.	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N40	434 Aurora Ave N.	Hostess Cake	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'

North (North end of Battery St. Tunnel to Ward St.) (continued)

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
N41	500 Aurora Ave N.	School of Visual Concepts	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N42	601 Aurora Ave. N.	Church of Scientology	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N43	601 Roy St.	Steel Pig BBQ	Not eligible					
N44	610 Aurora Ave. N.	vacant	Not eligible					
N45	620 Aurora Ave. N.	vacant	Not eligible					
N46	721 Aurora Ave. N.	Pagliacci Pizza	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N47	921 Aurora Ave. N.	Studio 3 Inc.	Not eligible					
N48	1012 Aurora Ave. N.	vacant	Not eligible					
N49	714 Denny Way	Artco Signs	Not eligible					
N50	701 John St.	Safe Glass	Not eligible					
N51	766 John St.	Denny Park Lutheran Church	Eligible NR; eligible SL					
N52	113 Dexter Ave.N.	KEXP Radio	Not eligible					
N53	133 Dexter Ave. N.	Willamette Dental Group	Not eligible					
N54	203 Dexter Ave.N.	Seattle Flower Market	Not eligible					
N55	210 Dexter Ave.N.	Denny Place Shelter	Not eligible					
N56	222 Dexter Ave. N.	Horton Lantz & Low	Not eligible					
N57	228 Dexter Ave. N.	Aloha Printing	Not eligible					
N58	231 Dexter Ave. N.	Speedy Glass	Not eligible					
N59	300 Dexter Ave. N.	Wilderman Refrigeration	Not eligible					
N60	766 Thomas St.	Vacant	Not eligible					
N61	777 Thomas St.	Graphic Options	Not eligible					
N62	312 Dexter Ave. N.	Dependable Building	Not eligible					
N63	400 Dexter Ave. N.	Metal Arts Group	Not eligible					
N64	401 Dexter Ave. N.	Thompson Printing	Not eligible					

North (North end of Battery St. Tunnel to Ward St.) (continued)

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
N65	406 Dexter Ave. N.	Joseph Mayer clock	SL; not eligible NR					
N66	407 Dexter Ave. N.	Wright Exhibition Space	Not eligible					
N67	420 Dexter Ave. N.	United Reprographics	Not eligible					
N68	430 Dexter Ave. N.	Day Wireless Systems	Not eligible					
N69	500 Dexter Ave. N.	Wescorgraphics	Not eligible					
N70	501 Dexter Ave. N.	Sunwest Floors	Not eligible					
N71	509 Dexter Ave. N.	United Business Supply	Not eligible					
N72	513 Dexter Ave. N.	Glazer's/Phototronics	Not eligible					
N73	522 Dexter Ave. N.	Vacant	Not eligible					
N74	525 Dexter Ave. N.	vacant (Bozotronics)	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N75	530 Dexter Ave. N.	US Bank	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N76	800 Mercer St.	Vacant	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N77	801 Mercer St.	Blue Flame Building	Not eligible					
N78	601 Dexter Ave. N.	Copiers Northwest	Not eligible		w/in 50'	w/in 50'	w/in 50'	w/in 50'
N79	700 Dexter Ave. N./ 770 Roy St.	Auto Hound	Not eligible					
N80	701 Dexter Ave. N.	Seattle Parks Maintenance Facility	Eligible NR; eligible SL					
N81	717 Dexter Ave. N.	Europa Auto Centre	Not eligible					
N82	801 Dexter Ave. N.	Esterline Korry	Not eligible					
N83	901 Dexter Ave. N.	Esterline Korry	Not eligible					
N84	217 8 th Ave. N.	Holly Press	Not eligible					
N85	223 8 th Ave. N.	Bernard Import Auto Works	Not eligible					
N86	309 8 th Ave. N.	King Co. Library office	Not eligible					
N87	401 8 th Ave. N.	Display Products	Not eligible					

North (North end of Battery St. Tunnel to Ward St.) (continued)

#	Address	Current Name (Historic Name)	Historic Designation	Rebuild	Aerial	Tunnel	Bypass Tunnel	Surface
N88	433 8 th Ave. N.	Glazer's Digital	Not eligible					
N89	701 9 th Ave. N.	Bucca di Beppo	Not eligible					
N90	503 Westlake Ave. N.	Antique Liquidators	Not eligible					
N91	507 Westlake Ave. N.	RPI	Not eligible					
N92	515 Westlake Ave. N.	Hugo Loewy Co.	Not eligible					
N93	601 Westlake Ave. N.	Land Rover Seattle	Eligible NR; eligible SL					
N94	731 Westlake Ave. N.	Jillian's	Not eligible					
N95	900 Roy St.	Carpet Company	Not eligible					

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ATTACHMENT B

State OAHP Letter of Concurrence for APE

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STATE OF WASH

OFFICE OF COMMUNITY DEVELOPMENT
OFFICE OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501

(Mailing Address) PO Box 48343 • Olympia, Washington 98504-8343

Phone (360) 586-3065 FAX (360) 586-3067 Web Site: www.nahp.wa.gov

October 17, 2003

RECEIVED

OCT 21 2003

ENVIRONMENTAL AFFAIRS POINT PLAZA

Mr. Craig Holstine
Cultural Resources Specialist
Washington State Department of Transportation
6639 Capitol Blvd. S
Tumwater, WA 98501
Post Office Box 47300
Olympia, WA 98504-7332

In future correspondence please refer to:
Log: 091103-01-WSDOT
Property: Alaskan Way Viaduct Area of Potential Effect
Re: Concurrence to APE

Dear Mr. Holstine:

We have reviewed the materials forwarded to our office for the above referenced project. Thank you for your description of the area of potential effect for the project. We concur with the definition of the APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised.

Sincerely,

Russell Holter
Preservation Design Reviewer
(360) 586-3533
russellh@cted.wa.gov



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